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Egley-Doan Elevtr. Co., grain, hay and seeds.

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Thomson & Co., W. A., corn, oats and rye.
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Wyatt, E. W., grain, hay and millfeed broker.

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Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elevtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Brown Grain Co., grain commission.*
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Cereal Grading Co., grain merchants.
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Fraser-Smith Co., grain commission.*
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Gould Grain Co., grain merchants.
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McCaull-Dinsmore Co., grain.
Merriam Commission Co., consignments.
Omaha Elevator Co., receivers, shippers.*

OMAHA—Continued.

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Richardson, Edw. M., grain and feeds.*
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Seavey & Clark, grain, hay & millfeed.*
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Urmston Grain Co., receivers and shippers.

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Rundell & Co., W. A., grain and seeds.*
Southworth & Co., grain and seeds.*
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Each sheet is headed "Board of Trade Quotations for Week Commencing Monday..... 19.." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS

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facilities, "WE got 'em."

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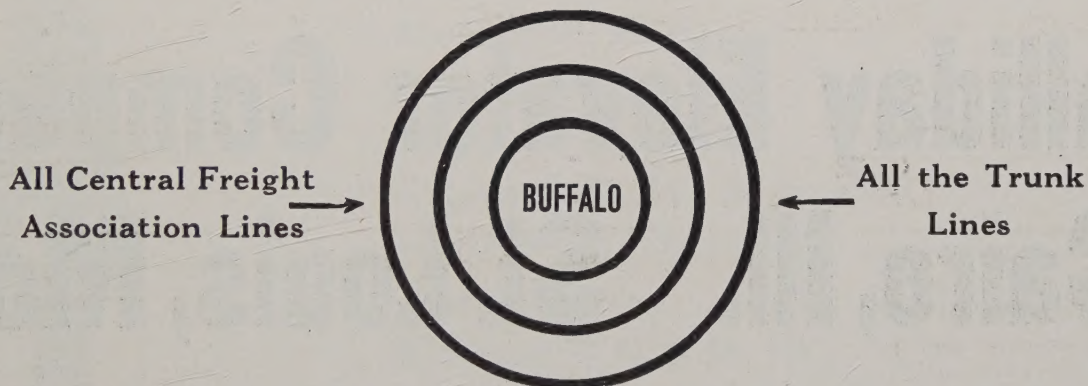
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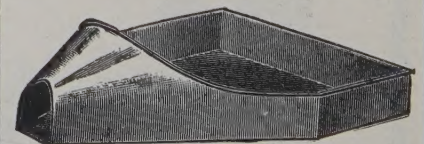
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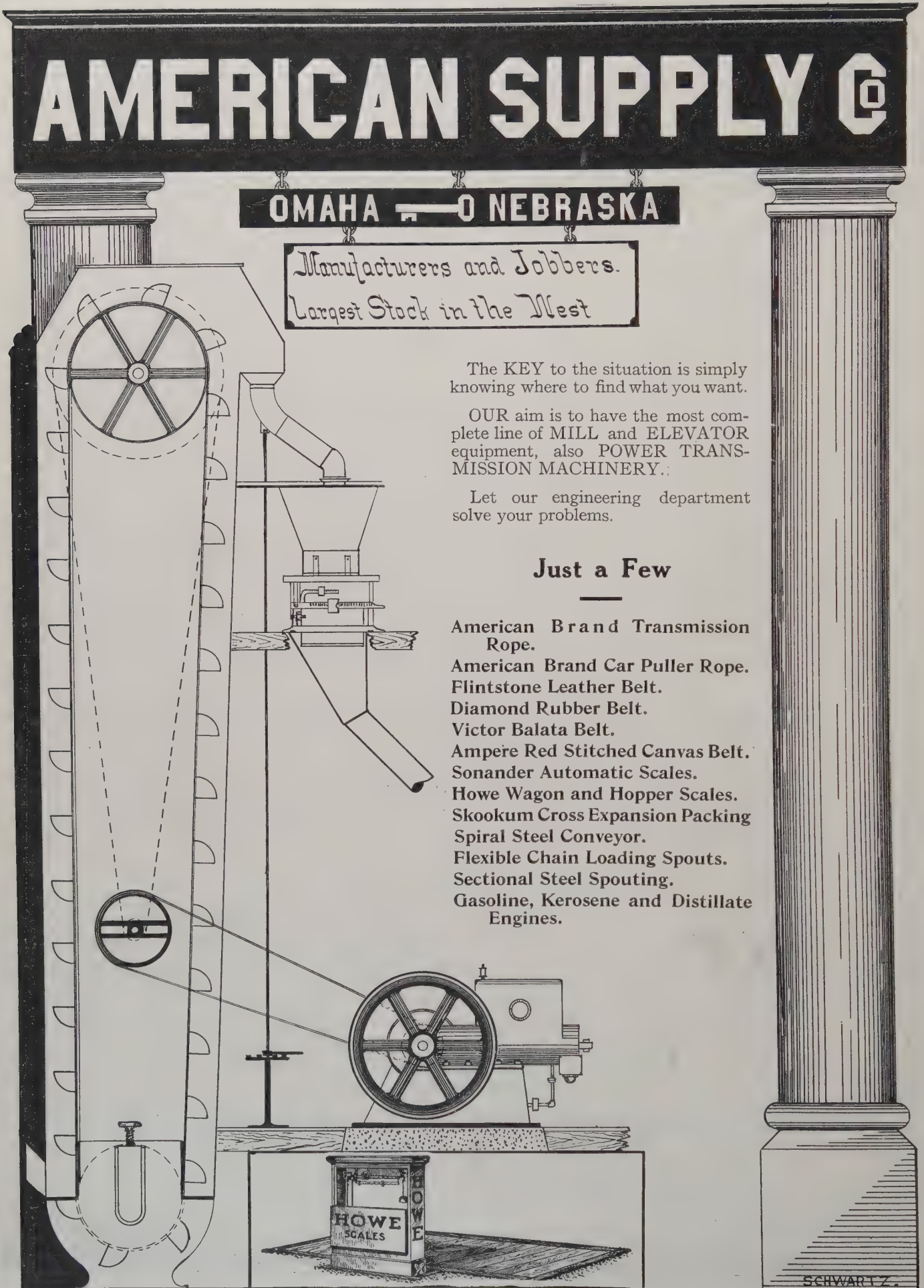
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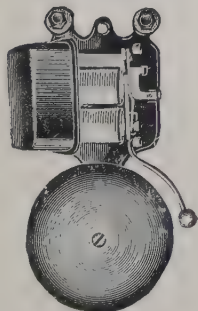
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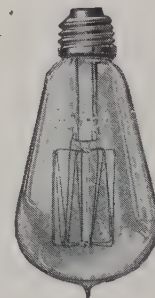
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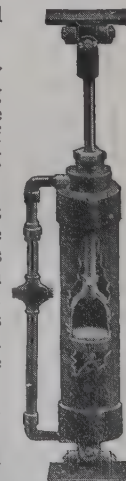
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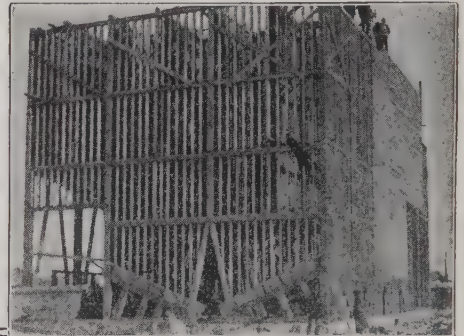
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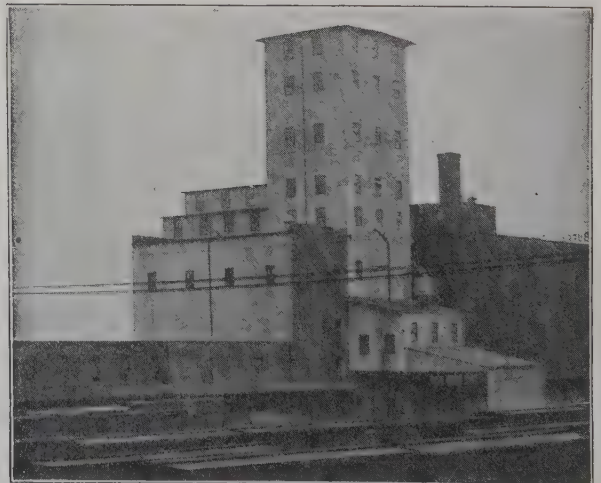
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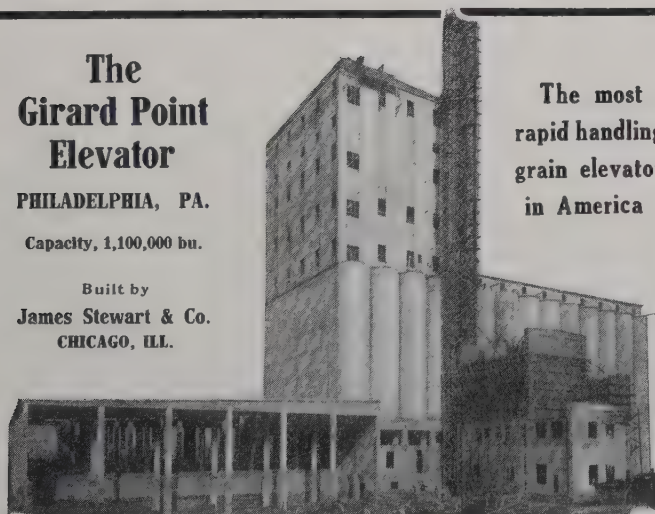
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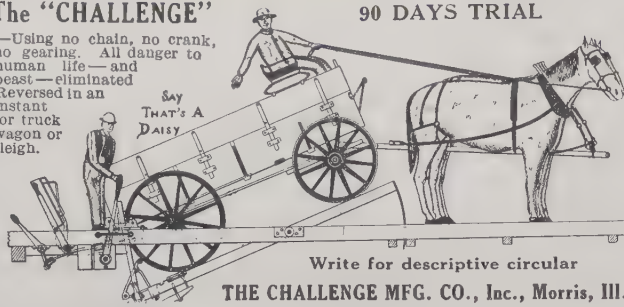
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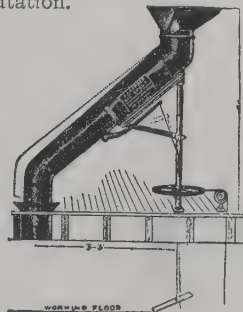
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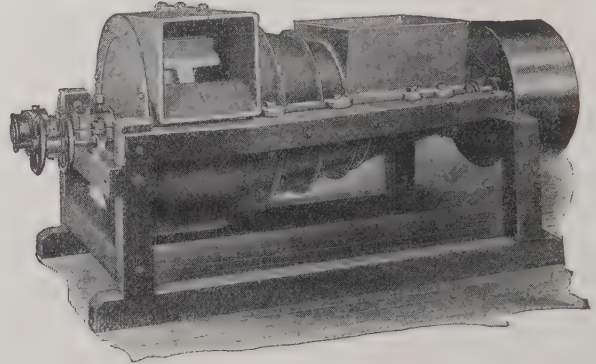


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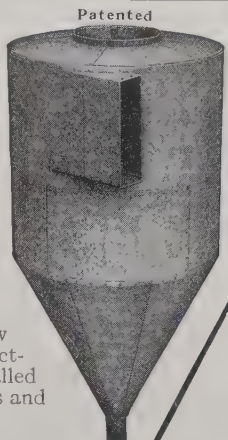
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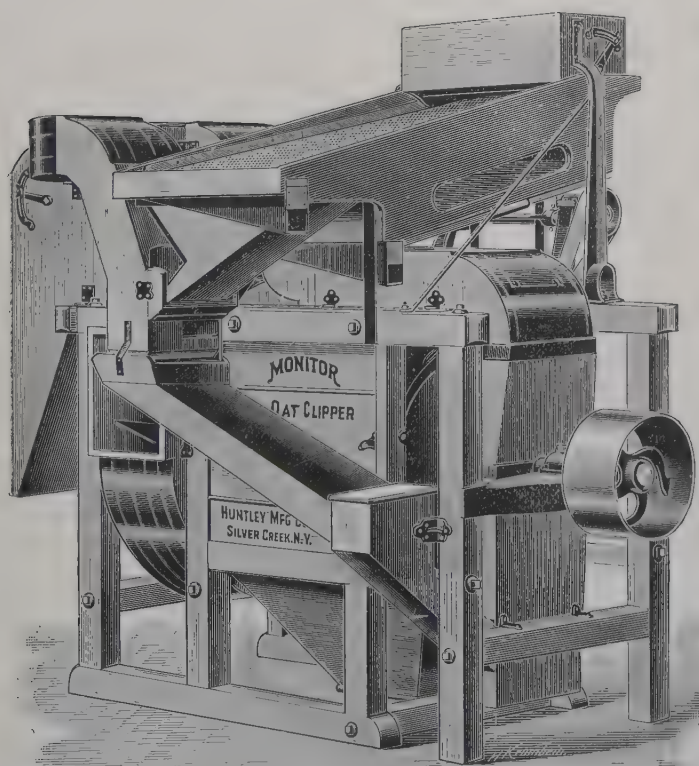
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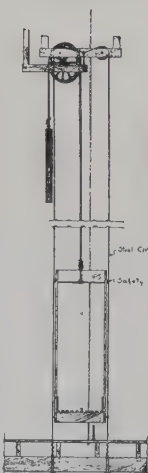
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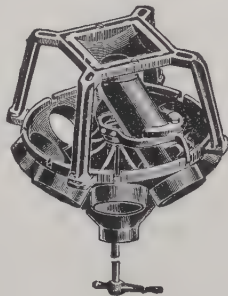
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which prevents the mixing of grain and discharges every kernel into the proper bin.

What is better yet, install the complete

**HALL SPECIAL
Elevator Leg**

which prevents chokes; is continuous in operation, requiring no attention; avoids back legging; and has a uniform elevating capacity at the smallest elevating cost.

We guarantee results in bushels per hour with each and every system.

Send for catalogues which explain all.

HALL DISTRIBUTOR CO., 222 Ramage Bldg., Omaha, Nebr.

The BERNERT**Pneumatic Grain Conveyor
and Elevator**

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

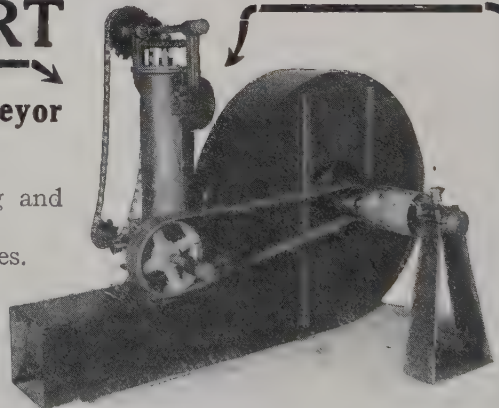
Durable, simple.

Do not delay, but write for Catalog No. 5 to-day giving you more information.

BERNERT MFG. CO.

Removed Office to 759 33rd Street

MILWAUKEE, WISCONSIN

**MILWAUKEE BAGS.**

Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable—and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

MILWAUKEE BAG CO.,

Milwaukee, Wisconsin



Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



Drop a Card RIGHT NOW!

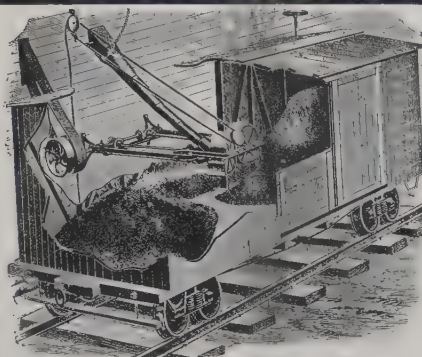
MAROA MFG. CO., Dept. 3, Maroa, Ill.

THE ELLIS DRIER COMPANY

CORRECTNESS OF PRINCIPLE coupled with EFFICIENT GENERAL DESIGN has given the ELLIS DRIER the enviable reputation of being the most powerful and practical drier of the century.

GRAIN DRIERS OAT BLEACHERS

**734 Postal Telegraph Bldg.
Chicago, U. S. A.**



IT CLEANS THE GRAIN

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

CHAMPION CAR MOVER

will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

Your Elevator's Wants Are Supplied in These Columns



INTERNATIONAL SPECIAL DAIRY FEED

is much lower in price than ordinary grain feed and is actually worth \$10.00 more per ton for dairy use. Guaranteed analysis: 15% protein, 4½% fat, 12% fibre and 50% carbohydrates.

International Climax Molasses Feed is the best and cheapest feed you can buy as a substitute for mill feeds, or for mixing with other feeds of a higher protein content. Guaranteed analysis: 12½% protein, 4% fat, 12% fibre and 55% carbohydrates.

It will pay you to push the sale of International Molasses Feed on account of high quality combined with low price. These feed sell on sight and are repeaters wherever sold. Write us now and secure sole agency for your vicinity.

INTERNATIONAL SUGAR FEED COMPANY

Mills at Minneapolis and Memphis

MINNEAPOLIS, MINN.

A Mattoon Car Loader

is the best labor saving and money-making device every elevator operator can install

A Mattoon Car Loader fills any car to full capacity without any shoveling or work in the car.

The spout, continually traveling in half circles, gives an even distribution of grain and does not lodge the light grain and dirt in the center of the car as is common in the use of gravity spouts and other automatic car loaders. Car tied off through dust spout.

The grain passes through a powerful and cool air current and is cleaned and cooled before entering car.

The grain is blown ahead of the draft, and not forced out by the pressure of the fan blades, hence cracked or milled grain is impossible.

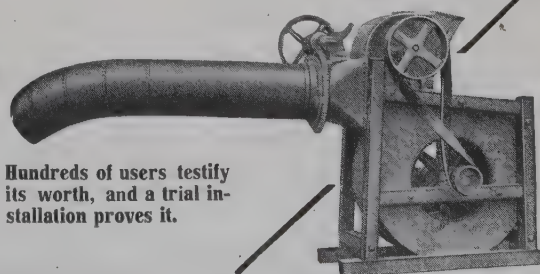
The Mattoon Car Loader and Pneumatic Cleaner loads more grain faster, better, easier and cheaper than any other car loader manufactured.

It is the most practical, simple and durable machine of this kind on the market.

Write today for list of users and catalog

**Mattoon Grain Conveyor Co.
Mattoon, Ill.**

Hundreds of users testify its worth, and a trial installation proves it.





Post Talks For Live Dealers

You can control all the fence post business in your locality—instead of letting part of it go to mail order houses, agents or direct-to-consumer concerns.

The American farmer demands a better product and Carbo Patented Flexible Steel Posts are his ideal, which gives CARBO dealers an exclusive advantage.

Our increased capacity—increased output—gives us an opportunity of opening up new territory—and if you will properly represent us we will give you an agency.

CARBO STEEL POSTS

Flexible

are in great demand throughout the country. Farmers readily see the superiority of posts that set in the ground direct, which eliminates the destruction of the necessary rust-resisting covering, while the anchor insures a permanent fence for all time—and this without any concrete foundation or accessories. Carbo comes finished to do the work.

Contract for the Exclusive Sale in Your Town

and assure yourself of a good return on your investment.

- Our fixed price policy protects you.
- Our advertising campaign helps you.
- Our brotherly suggestions guarantee you success.

Write us for our special introductory dealers' proposition—and we'll lay our plan before you. Millions of Carbo Flexible Steel Posts are used by farmers everywhere, also by the U. S. Government and State Institutions, which give us their endorsements.

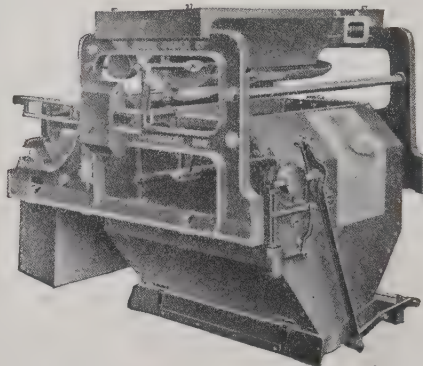
We have thousands of satisfied dealers. Why not join our ranks—now—before it is too late? Write for proposition "A" if interested in field fencing; for proposition "B" if interested in yard fencing.

Carbo Steel Post Co., 941 Rand McNally Bldg., Chicago, Ill.

Unit Post System
(Patented)

Avery Automatic Scales

The Automatic Grain Scale is today a recognized feature of every modern elevator and mill. Its convenience, practicability, unfailing



accuracy, its saving in time, labor and valuable space, all recommend it to the progressive owner, who desires to run his business in the most efficient manner. The Avery Automatic Grain

Scale embodies features which stamp it as the one superior scale on the market.

"The Avery Weigh is the Accurate Weigh"

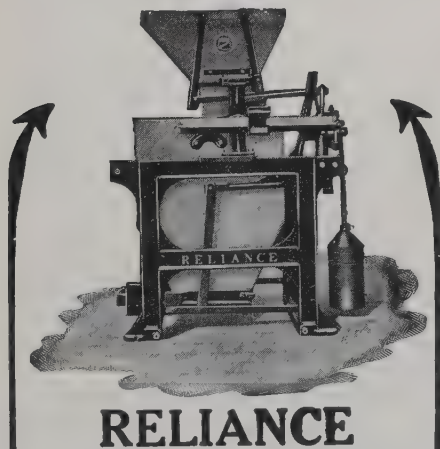
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AVERY SCALE CO.

N. Milwaukee, Wis.

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1600 U. S. Express Bldg., N. Y. City.
Room A-1 Chamber of Commerce,
Minneapolis.
425 Board of Trade, Indianapolis,
Ind.

506 McGreevy Bldg., Winnipeg,
Canada.
441 Brandeis Bldg., Omaha, Nebr.
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310 Merchants Exchange, St. Louis



AUTOMATIC SCALE built to last a lifetime of Service. Reliability, accuracy and ease of installation account for its unusual popularity among Grain men.

Quality has been the first consideration and in the building of this scale the resultant accumulation of years of thought and improvement has taken material form.

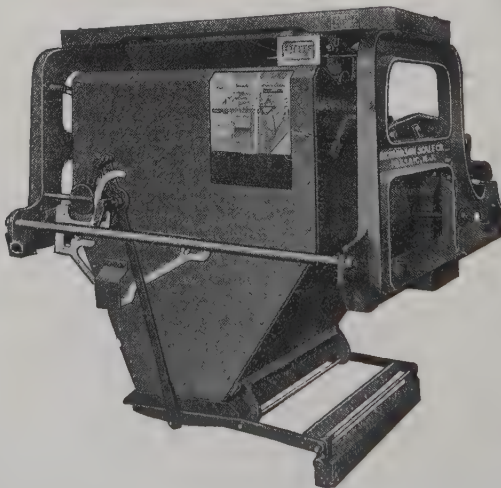
Our latest Catalog tells all about it.

National Automatic Scale Co.
WEST PULLMAN, CHICAGO

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

The RICHARDSON

STANDARD AUTOMATIC SCALE OF THE WORLD



Does it pay to put the very best materials and workmanship into an automatic scale? Does the public appreciate the untiring effort of the manufacturer to produce the best?

The answer to this lies in the huge growth, during the last quarter of a century, of the use of Richardson automatic scales.

There is no grain scale as accurate—as an example, a test made last week on the

Richardson automatic scale having a capacity of 10,000 lbs. per draft showed it to be weighing within 1/100th of one per cent.

You can't afford to weigh your grain on a scale less accurate than the Richardson.

You can get full particulars by writing

RICHARDSON SCALE COMPANY

1909 Republic Bldg., Chicago
Minneapolis, Minn.
Omaha, Neb.

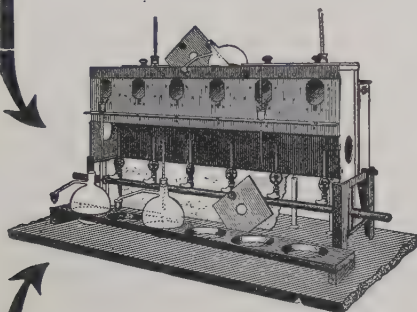
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A BUSINESS GETTER!!

The live, progressive farmer who has corn for sale and who knows that the better the grade the larger the profits, prefers to do business with the elevator that is equipped with a moisture tester, which will prove to his entire satisfaction that he has derived all possible profits from his grain.

Start the grain laden wagons your way by installing a



Brown & Duvel Moisture Tester

as designed and approved by the
U. S. Department of Agriculture.

Construction—durable.

Installation—simple.

Operation—easy.

The sooner you install one of these testers in your elevator the sooner the grain growers will get the habit of selling their grain to you. Learn more about this machine.

Send for U. S. Gov't Reprint to

The Kny-Scheerer Co.

DEPARTMENT OF SEED APPARATUS

404-410 West 27th Street,

NEW YORK, N. Y.

BOWSER FEED MILLS

GROW
HEALTHY
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog

and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



A perfect
belt to drive
that feed mill

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

Write for more about this belt, in Book 115. Let us tell you what it has done.

PEERLESS-V-BELT COMPANY
Chicago Cedar Rapids New York

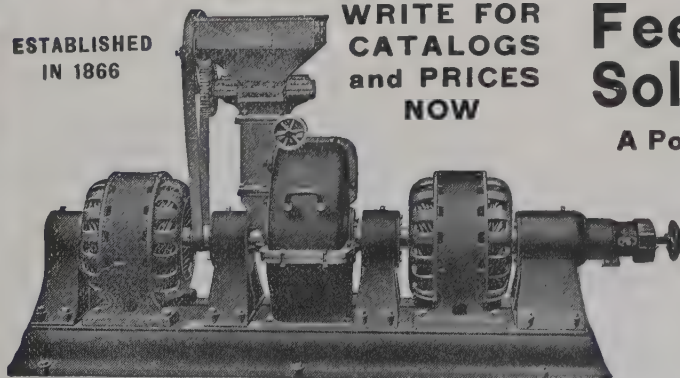
"Monarch" Ball Bearing

ESTABLISHED
IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW

Feed Grinders will always Solve All Your Troubles.

A Positive Saving of 25% or More in Power



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Don't Forget!

that we make Direct connected electric motor, as well as Belt Driven Ball Bearing Double-head or Single-head Feed Grinders and Corn Crackers, Our Specialty

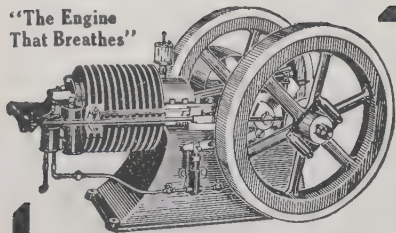
You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE: 9 South Clinton Street, CHICAGO
SALES DEPARTMENT, REPRESENTATIVES AND BRANCH OFFICES AT ALL PROMINENT POINTS

THE MILL BUILDERS, P. O. BOX 26

"The Engine
That Breathes"



Zero Weather Does Not Affect The Gade Air Cooler

THE GADE is the only successfully AIR COOLED engine on the market. Having eliminated all out-side cooling devices The GADE is in a class by itself. GET THIS TROUBLE PROOF ENGINE for your elevator and you will have a reliable, medium priced engine that will work for you 365 days every year on ONE THIRD LESS GASOLINE than any other engine on the market. Cannot be overheated under full load regardless of length of time in continuous use. Real FIVE YEAR GUARANTEE. We have thousands of satisfied elevator men who have used this engine for years. Get the benefit of their experience. Write at once for complete descriptive folder describing this WONDERFUL ENGINE. We have a special proposition to make Elevator men.

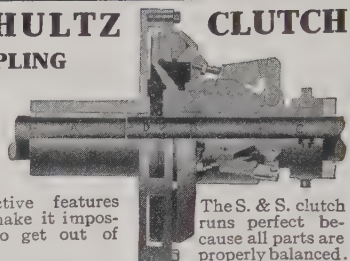
GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa



**DON'T PAY TWO PRICES
for a Friction Clutch**
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.
Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind.

SCHULTZ CLUTCH COUPLING

**Best
by
Test**



Distinctive features that make it impossible to get out of line.

The S. & S. clutch runs perfect because all parts are properly balanced.

Everything in Transmission and Conveyors
Get the S. & S. Catalog.

A. L. SCHULTZ & SON, 1677 Elston Av. CHICAGO, ILL.

LAUSON AND FROST KING

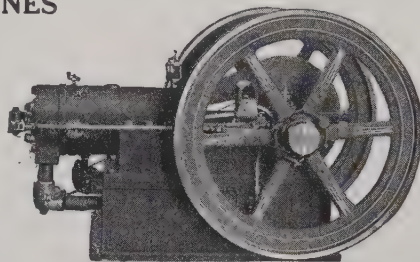
GASOLINE AND OIL ENGINES

The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H.P.

Write for our large new catalogue and prices before buying.

THE JOHN LAUSON MFG. COMPANY
65 MONROE ST. NEW HOLSTEIN, WISCONSIN



Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

The Practical Gas Engineer, by E. W. Longenecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Hand Book, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

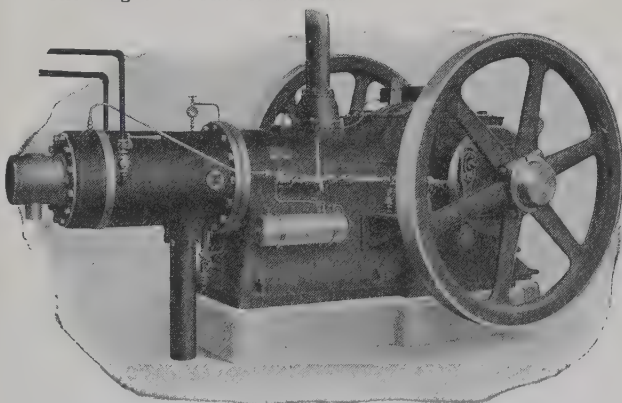
Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

THE MUNCIE OIL ENGINE

Is built on DIFFERENT WORKING PRINCIPLES from most OTHER ENGINES. That THESE PRINCIPLES ARE PROPER we have not doubted since THE FIRST SUCCESSFUL MUNCIE LEFT OUR FACTORY OVER EIGHT YEARS AGO.

The designers of The Muncie said:



1. It is not necessary to refine nature's crude oil to make it fit fuel for internal combustion engines.
2. The Otto-Cycle (4 cycle) is a huge blunder.
3. Electric ignition is a mistake.
4. Carburetors and mixing valves are improper.
5. The fuel should be put into the fire instead of the fire into the fuel.
6. Heat and a lot of it inside of the cylinder is essential to properly gasify heavy oil fuels.
7. Auto-ignition (self-ignition) is the best means of igniting the charge.
8. Injection of the fuel into the combustion chamber during the compression stroke is right.
9. The most desirable speed control is obtained by governing the richness of the explosive mixture.

If these principles are right, the Muncie is right. If the Muncie is right, most other engines are wrong. Don't spend your money on a type destined to become obsolete until you have read our free 60-page booklet "Power Problem Solved." The most instructive matter ever printed on Semi-Diesel Oil Engines.

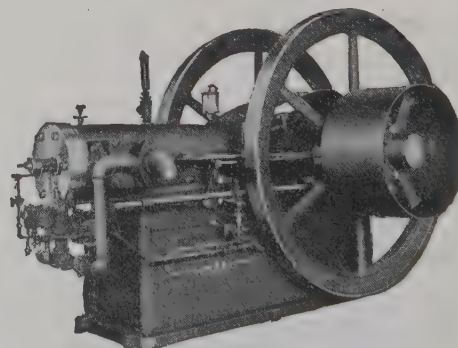
MUNCIE OIL ENGINE CO., MUNCIE, IND., U. S. A.
10 to 200 H. P. — Over 15,000 H. P. in Use.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

Fairbanks-Morse Oil Engines



**Reliable Power
on Low - Priced Fuel**

Write for Catalogue 550A35

Fairbanks, Morse & Co.

New York Chicago San Francisco

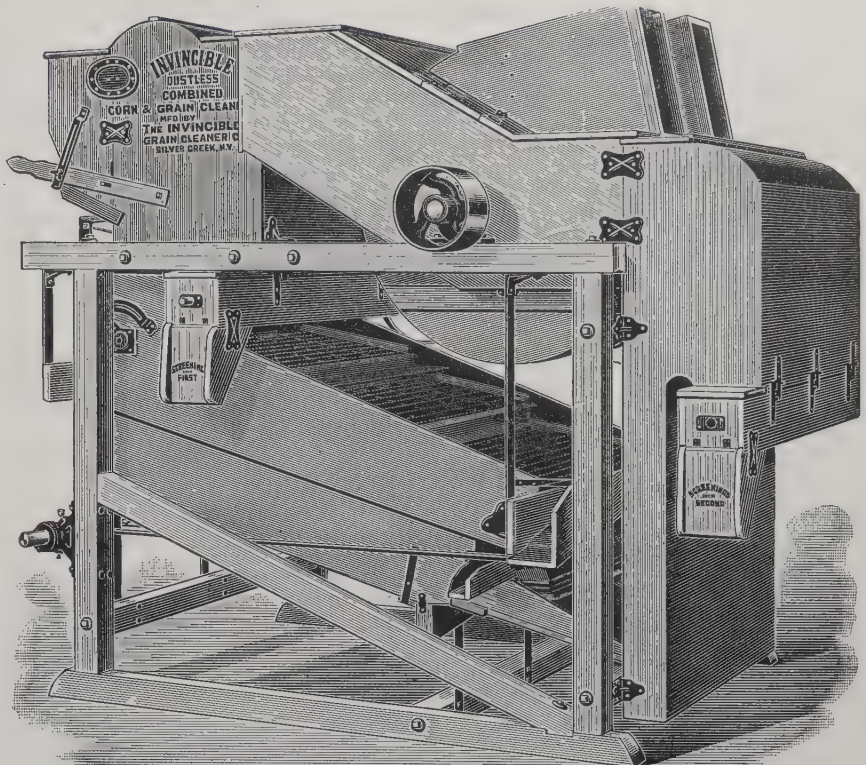
Fairbanks Scales, Oil Tractors, Electric Motors
Electric Light Plants, Wind Mills, Feed Grinders

The INVINCIBLE ADVANTAGES

of our
Compound Shake Dustless
Combined Corn and Grain
CLEANER

1. It cleans two kinds of grain without change of screens.
2. Change can be made in a moment.
3. It makes a thorough air separation of the grains.
4. The separation is under perfect control.
5. It requires no bracing and will not shake the building.
6. It will pay for itself in a short time.
7. It is built under our personal supervision.
8. We guarantee it to do the work intended.
9. We will ship you a machine on 30 days' trial.

Write Us for Particulars.



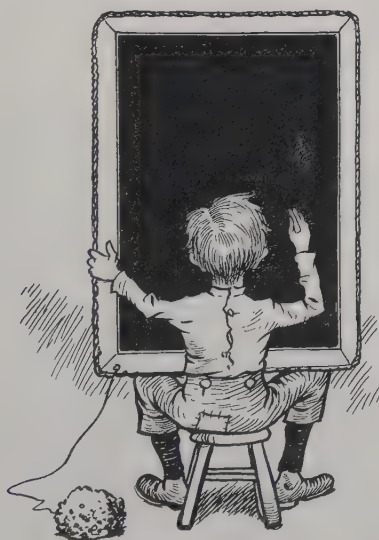
INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 805 Webster Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
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"A CLEAN SLATE."



THE old recipe for making your business pay: "Get more customers and keep down expenses." Of course, that is a self-evident solution of the problem. But all the same it is just these self-evident solutions that people overlook. Like the motto in old copy books—"Honesty is the best policy," it seems so simple and so platitudinous that people do not give it the attention it deserves. If your elevator is not paying you what it should, it may be due to a number of reasons, but the probability is that it is costing you too much to operate your plant. You are not handling your grain to the best advantage. Out-of-date Machinery is keeping you back. It is too big a load to carry. You will never get the most out of your elevator till you cut loose from your antiquated methods of doing business. And the sooner you realize this the better it will be for you.

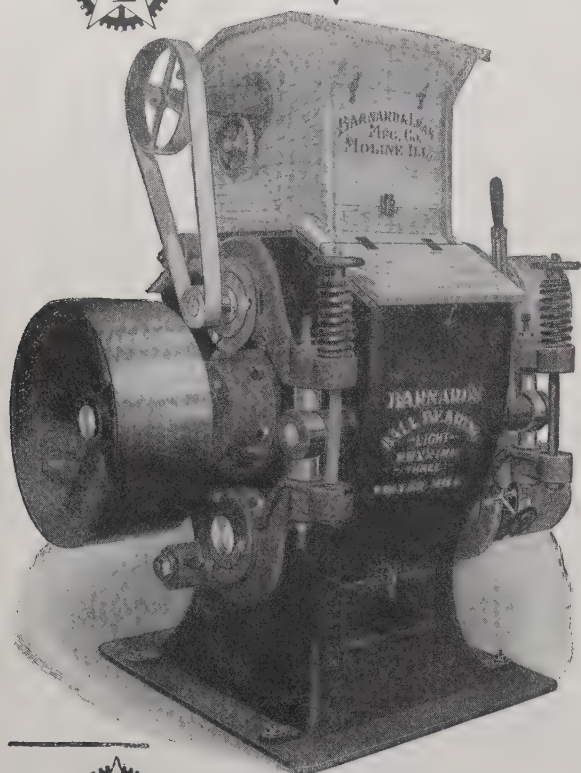
START WITH A CLEAN SLATE!!

If you have any old equipment in your plant that is eating up your substance, throw it out and install "WESTERN" Machinery, which is simple, economical, superior and satisfactory. It is one-half of the old recipe—it keeps down your expenses. When this is done it is easier to get more business. We want you to write us for information or advice about elevator or milling machinery problems. It costs you absolutely nothing. Our experience and study in this line will prove most valuable and of great assistance to you.

WE MANUFACTURE EVERYTHING FROM PIT TO CUPOLA

Write for
Catalogue

UNION IRON WORKS DECATUR, ILLINOIS



Barnard's Ball Bearing Three Roller Feed Mill

The lightest running feed mill in use.

Especially recommended for grinding coarse corn meal and chop feed but is splendidly adapted for grinding other grain and cereals.

The bearings always run cool, show little wear, never need adjustment and are always in trim.

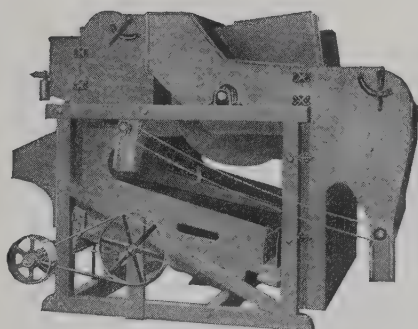
If you wish to reduce your fuel bill from 40 to 50% and secure the many minor savings and comforts coincident with the use of ball bearings, it will pay you to investigate this mill.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

FIREPROOF Grain Cleaning Machinery



Steel Covered Elevator Separator
Twin Shoe Type

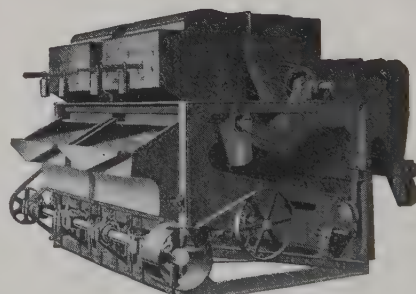
This is an age of steel. Steel Bridges, steel Railway Coaches, steel Buildings—all built of steel because they are stronger, safer, more durable, and, above all, fire-proof.

For the same reasons you should be careful in buying Cleaning Machines. What becomes of your investment if it is a wooden Separator and you have a fire? Not only is your machine a total loss, but you probably lose the profits of a season's run as well.

Don't run this risk—invest in a Steel Cleaner—fire-proof, loss-proof.

Let us send you our catalogue.

The strong "Eureka" guarantee follows every "Eureka" no matter where it goes.



All Steel Elevator Separator
Twin Shoe Type

The
Sign of
Quality



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



The
Sign of
Quality

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Special Sales Agents—THE P. H. PELKEY CONSTRUCTION CO., WICHITA, KANS.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR FOR SALE at a bargain; 25,000-bu. cap. Flour and coal business. Good grain locality. First class opportunity for right man. Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

ELEVATOR FOR SALE in Northern Iowa town, six hundred people, two other elevators. Reason for selling—located too far away from balance of properties. Address Coline, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. elvtr. in the center of corn belt of Northwestern Ohio. This elvtr. does a 125,000 annual business in grain, 70 car loads of coal, 1,300 bbl. flour business; does an annual custom feed grinding business of 6,000 bu., and a good feed business. Address R. J. L., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT A BARGAIN—Elevator, 9,000 bu. cap.; hay, grass seed and potato business in connection. Also good house, barn and out-buildings with 5 acres of land, 5 blocks from elvtr. Net yearly profit \$3,000.00. Reason for selling, wish to retire and go to Florida. Address Florida, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and corn mill. Buildings and machinery are modern and in good condition. No elevator within 180 miles; large amount of grain and grain products consumed in surrounding territories. Write for further particulars. Alexandria Mill & Ele. Co., Alexandria, La.

IOWA, 40,000 bu. cribbed elevator for sale. Handled 300,000 bu. last season; coal, feed, tile and silo business in addition. Also 10,000 bu. corn crib and bins for 200 tons coal. Elevator equipped with dumps, corn sheller and cleaner, grain cleaner, Avery automatic scale; new 12-horse International gas or kerosene engine. Address John Ristvedt & Son, Paton, Iowa.

FOR SALE OR RENT, the best located elevator in the state, handle from 400,000 to 500,000 bushels annually from this station, only two other elevators in town, no farmers house here, feed mill in connection, grind 20,000 to 50,000 sacks feed for farmers annually, also 1,000 cars of produce shipped out of this station every year; on private grounds and on side track. For particulars address Woodgreen, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR; 35M capacity, studded and IRON CLAD. Was built 3 years ago to replace old elevator torn down. Best corn and oats section in state on Big 4 R. R. Two dumps, two legs, nine bins, automatic scales, grain cleaner, feed grinder and good retail feed business. Elevator handles an average of 200,300 bus. annually. Brick engine room and 15-h.p. International gasoline engine. Corn cribs 10M capacity on concrete foundation. Coal bins 200 ton capacity and 1,500 tons yearly sales, \$1,000 profit yearly on coal alone. Large office with private room Howe scales, safe, moisture tester, desk, etc. Good town, churches, school and banks. One other elevator and good competition. Good house and lot for sale, if wanted. Address Owen, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

IOWA—5,000-bu. elevator and property, grain, coal and implement business. Real value. Price right. Bartlett & Ballinger, Lacey, Iowa.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 3, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

GOOD ELEVATOR for sale, well established flour and feed business. Part cash, balance on time. Located at Vinita, Okla. Address W. J. Strange, Chelsea, Okla.

NORTHERN OHIO elevator for sale. Coal and feed business in connection. Town of 25,000; county seat. Address Eston, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—8,000-bu. iron-clad elvtr. in N. E. Kans.; doing a good business in grain and feed; reason for selling, other business. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators in Southern Wisconsin. Feed business in connection. Average net profits last seven years, 25%. Address Wisconsin, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. 15M bu.; cribbed. Elevator located in good town in best corn and oats section of state. 200,000 bus. handled yearly. Reason for selling—to go into other business. Address Grain, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator 22M bushel capacity; well built; cribbed construction; located on Rock Island in Southwestern Minn. Good business in growing territory; two competitors; good reason for offering property for sale. Address Moreland & Shuttlesworth, Larchwood, Iowa.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

PUBLIC SALE.

On February 28th next, I shall sell at public sale the elevator at Lemert and the mill at Sycamore, Ohio, belonging to the Sycamore Grain and Milling Company. A great opportunity for bargains. For particulars address

Geo. E. Schroth, Trustee,
Tiffin, Ohio.

CENTRAL INDIANA elevator for sale. 12M bu. house; studded; on private grounds, on Wabash R. R.; 3 stands elevator; automatic scales; 2 dumps; steam power. All in good repair; new coal sheds, holds 300 ton; new warehouse 20x56, and lumber sheds. Also new 7 room house and stable. Will sell together or separately. Price \$7,500.00 Address J. M., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevator For Sale" columns and get quick results.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

INVESTIGATE THIS

A strictly modern 20,000 bus. capacity cribbed elevator for sale. Located in the best grain growing section of Montana. Built in 1913. A proposition worth looking into. Address Montana, Box 3, Grain Dealers Journal, Chicago, Ill.

10,000 BU. ELEVATOR, Northern Indiana, on Wabash Ry., in town of 300, for sale at \$4,500. Will pay for itself in 2 years. No competition. Good side lines. No trades considered. Must sell at once. Rudolph V. Shakes, Plymouth, Ind.

FOR SALE—Good substantial, modern, equipped elevator. Capacity 15,000 to 17,000 bushels. Located in center of seed belt. Good live town. For information, write or see Phillip Ochs, Jr., of Hoisington, Kans.

FOR SALE—Elevator of 65M bus. capacity, and branch house located in good town in No. Cen. Ill. Handles over 200,000 bus., also good coal and feed business. Only elevator in town. A-1 proposition. Address Max, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10M elevator, modern, in North Central part of Kansas. Good corn, wheat and hay county, also good town. Any one desiring to handle livestock in connection with grain, this place could not be beat for an all year business. Good big territory to draw from. Price, \$3,500 cash. Address Universal, Box 3, Grain Dealers Journal, Chicago, Ill.

75,000 BUSHEL modern elevator, 5,000 bushel corn crib, 200 ton coal sheds, mouse proof flour and feed room for two car loads.

Handles 150 to 200,000 bu. per year; only two elevators in good town of 700 people; corn cleaner; oats cleaner, weigh out scale, dump scale in elevator, coal scale outside.

A first class business opportunity in N. W. Iowa. Address

St. John Grain Co.,
Worthington, Minn.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW \$3,500 on my elevator property for two years—it cost \$9,000—carry \$6,000 insurance. Address Box 28, Boswell, Ind.

FOR SALE—An old established, N. W. Indiana grain, hay and coal business. New up-to-date elevator, capacity 20,000 bushels; hay storage 40 cars; 1½ acres land. No competition. Love Brothers, Leroy, Ind.

WANTED—Grain and Lumber business in Iowa or Illinois town of not less than 1,000 population. Must be a good proposition. German community preferred. Address Lare, Box 2, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

ELEVATORS WANTED.

I HAVE 160 acres of Kansas wheat land to trade for elevator or town property. Address John Pearson, Preston, Nebr.

I WANT to buy elevator in corn and oats belt in Ills.; give price, location, full description first letter. Address W., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade for an elevator—One-half sec. N. D. land. Prefer ele., So. Eastern S. D. or So. Western Minn. C. H. Reimers or A. E. Ireland, Carrington, N. D.

WANTED to trade 180 A. Barton Co., Mo., for good grain and coal business, not over \$7,500.00. C. J. Meyer, Ogemaw, Arkansas.

WILL TRADE 300 acres good So. Dakota land for an elevator in Southeastern So. Dak. or Northwestern Iowa. Address J. G. Ostieck, Madison, Nebr.

EXCHANGE—Good 160 A. S. E. Kansas farm for elvtr. in Kans. or Mo. Elevator must show it has been handling 60,000 bus. of wheat annually. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

192 ACRE FARM, ½ mile Hamilton, Ohio, 9 room brick house, 8 room frame house, 2 bank barns, one 40x90 and one 36x50. Good orchard; to exchange for elevator. Address Union, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE—Elevator; live town in Central Ills.; or will put my time against good house, manage same and furnish half the capital. Have the money and ability to handle large volume of business. Address Rane, Box 2, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—50 bbl. flour mill in good running order, at a bargain. A money maker for right party. Owner wants to retire. Address S. I. DeMoss, Edwardsport, Indiana.

WISCONSIN 50-bbl. steam roller flour mill and 10,000 bu. elevator for sale. This plant is in excellent grain territory and is on paying basis. Will consider trade for income property. Address Burr, Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED—PARTNER in new 24,000 bu. elevator in N. W. Ohio. Capital needed \$3,000 to \$6,000. References exchanged. Address Rome, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SITUATIONS WANTED.

SITUATION WANTED as grain buyer or manager of elevator; 14 years experience. Sober. Western Mont. preferred Box 112, Shelby, Mont.

WANTED employment in grain elevator. four years' experience; single, best of references. Address Glenn, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED — Married man with 1½ years experience, desires position with some good reliable grain firm as mgr. of one line of elvtrs. Best of references. Address Charles Rice, Monticello, Ill.

A MAN with 15 years' experience, would put in some money and take charge of a country station or would take a position with a good grain firm. Address N., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of elevator in Central Ills. Several years' experience, age 26, married. Can accept position at any time. Address Nova, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager for reliable grain firm at country station; years of experience; good references; now employed, desire to change. Address Rosemont, Box 3, Grain Dealers Journal, Chicago, Ill.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—POSITION as manager of grain, coal and lumber business; long experience; speak German and English. Can put some money with a good firm or invest same in other business. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED a position as manager of an elevator Co. Have had five years experience in buying and selling grain, coal, flour and feed. Have had experience in running all kinds of elevator machinery. Have had seven years experience in bookkeeping. Can give bond and best of references. Will take position with Farmers Ele. Co. or Line Co. Address Louis, Box 1, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

MANAGER WANTED—Experienced man in lumber and grain to take charge of country station. Holcomb-Dutton Lumber Co., Sycamore, Ill.

WANTED—A pushing and reliable man, well up and introduced in The Seed Trade, to act as agent for the sale of Clover seeds (Red-Crimson Clovers, Alfalfa, etc.), in the United States, for a well known European firm. Address R. L. F., Box 12, Grain Dealers Journal, Chicago, Ill.

LARGE LINE elevator company desires to secure the services of good live, energetic agents; married men preferred. Good salary. Positions will be open any time between now and August first. Please state in reply—age, nationality, languages spoken in addition to English, experience, salary expected, and give names of at least five references. Address Lineco, Box 2, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

AT A BARGAIN, Roberts alfalfa mill machinery; complete; nearly new; cap. 3 tons per hr.

1-100 h. p. Atlas engine, nearly new.
1-100 h. p. Atlas boiler, nearly new.
Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
1 Dormant warehouse scale.....	15.00
2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser.....	30.00
1 Grain Spout complete.....	4.00
1 large bell.....	20.00
10 Belt Tighteners, each.....	5.00
600 Salem-cups, 6x16, each.....	.12
50 " " 6x18 ".....	.12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.
16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x14 and 9x18 Barnard & Leas, 9x18 Noye, 9x18 Nordyke and Marmon; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x18 and 9x30 Hutchison; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.
Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.
D. O. Friend, Brighton, Iowa.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

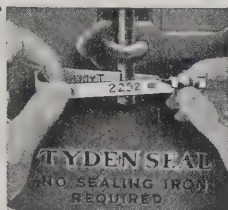
Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Gen'l Sales Agent
617 Railway Exchange Bldg, CHICAGO, ILL.



GASOLINE ENGINES.

FOR SALE—23-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

- 15 h.p. Foos
 - 8 h.p. Havana, new
 - 6 h.p. Fairbanks-Morse
 - 10 h.p. Fremont
 - 4 h.p. Havana, new
 - 1-500 h.p. Corliss Engine
 - 1-400 h.p. Corliss Engine
 - 1-1000 Bu. National Auto. Scale, new
 - 1-Bowsher Feed Mill No. 7, good as new
 - 1-Wilford & Nordway, 3 high Feed Roll
 - 1-Silver Creek Grain Cleaner
 - 1-36 inch leather belt, 2 ply good as new
 - 1-Rumley, 20 h.p., Traction Engine
- The above are in good condition. Three carloads of lumber cheap. We buy and sell all kinds of machinery.

H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

DYNAMOS—MOTORS.

SECOND-HAND dynamos and motors are easily and quickly sold through the "Dynamo-Motor" column of the Grain Dealers' Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



WE OFFER YOU, subject to prior sale, brand new Westinghouse Motor which cost us \$425.00 plus freight from Detroit, for \$375.00. Specifications as follows:

- 50 H.P.
- 1450 R.P.M.
- 60 Cycles.
- 7200 Alt.
- 440-V.
- 3-Phase.

Complete with pulley, bent plate and auto starter.

Maple-Flake Mills,
Battle Creek, Mich.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS FOR SALE—WANTED

DIRECTORY OF THE Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds.
CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.
INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.
Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep. I. L. Radwaner, fld. sds.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.



ALFALFA AND RED CLOVER

our specialties.

Also dealers in Alsylke Clovers, Timothy, Millets, Rape, Grasses, Buckwheat, Seed, Corn, etc.

You will find us willing to pay top prices for quality seeds. Write for sample envelopes.

ROSENBERG & LIEBERMAN
Founded 1860 Milwaukee, Wis.

We are Buyers and Sellers of Timothy, Clover, Millet and other Grass Seed. Submit samples and we will make you prices. Send for our Wholesale Garden and Field Seed Catalog.

L. L. MAY & CO.,

St. Paul, Minn.

ALFALFA SEED

Non-irrigated New Crop

ROYAL QUALITY KANSAS GROWN

Over 99 per cent pure

We also make a Specialty of

MILLET AND CANE

We will be pleased to submit samples and prices upon application.

RUDY-PATRICK SEED CO.

1304 W. Eighth St., KANSAS CITY, MO.

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WANTED—Yellow Ear Corn and Oats Straw. C. T. Hamilton, New Castle, Pa.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

HAY FOR SALE.

DANIEL BRYAN,
Portland, Indiana,
shipper of hay, grades guaranteed.
Write for prices.

BUYERS of Hay and Seeds will do well by writing us; best crop ever raised, references, prices and terms on application. Model Milling Co., Celina, Ohio.

Crabbs, Reynolds, Taylor Co.
Crawfordsville, Ind.

WE BUY
WE SELL **CLOVER SEED**
Write Us

SEED CORN

We make a specialty of choice quality dry seed corn stock—car lots or less. Samples mailed on request. Corn that will grow.

ALLEY GRAIN CO.,

MERCER

MISSOURI

CLOVER TIMOTHY

Choice new-crop recleaned seeds. Offer at \$13.00 to \$15.00 Cwt. \$4.00 to \$5.00 Cwt. F. O. B. Our track. Subject market changes. Write for samples.

HOFER SEED CO., NORA SPRINGS, IOWA

SEEDS WANTED.

WANTED—Seeds, all kinds; send samples and lowest prices. C. T. Hamilton, New Castle, Pa.

WANTED—Mammoth Clover Seed and Beardless Barley. Mail samples and lowest price. Walter C. Trumpler, Tiffin, Ohio.

WANTED—Clover Seed and Clover Tailings. Bad buck-horn lots our specialty. Send fair average samples with lowest prices. C. C. Norton's Sons, Greenfield, O.

WANTED TO BUY medium, mammoth and alsike clover, also American grown white clover, also strictly Montana grown alfalfa. Submit samples and name lowest prices. Jameson, Hevener & Griggs, 181 E. 6th st., St. Paul, Minn.

SEEDS WANTED.

Send samples and prices High Grade Red Clover, Timothy, Alsike, Alfalfa, Red Top, Millet, Cane, Kaffir Corn, etc.

Blamberg Brothers, Inc.
Baltimore, Md.

WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN



Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

SEEDS WANTED.

LEWIS & CHAMBERS,
Louisville, Ky.,
are buyers, in season, of
clover, timothy, red-top, etc.

SEEDS FOR SALE.

SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

I. L. RADWANER
American Rep.
R. LIEFMANN
SONS
Succ.
HAMBURG

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsike
Natural Grass
English Rye
Red Top

171
Broadway
NEW YORK

HEMP MILLET
SUNFLOWER FIELD PEAS
ORCHARD GRASS
NATURAL GRASSES
SAND or HAIRY VETCH
DWARF ESSEX RAPE
CRIMSON CLOVER
WE ARE DIRECT IMPORTERS

Ask for Special Prices
Carlots or Less

Wm. G. Scarlett & Co.
SEED MERCHANTS
BALTIMORE, MD.

Buy Our Celebrated
BADGER BRAND



Selected Seeds
and
Seed Corn

L. Teweles & Company

Established 1865

MILWAUKEE, WISCONSIN

Pioneer Distributors of Pure Seeds

Alfalfa
Red Clover
Alsike Clover
White Clover

SEEDS

Timothy
Peas
Vetches
Rape

Always Reliable

SEED CORN

Best Results

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Timothy seed, large or small amounts. Write for prices and sample. J. M. Schultz, Teutopolis, Ill.

FOR SALE—Alsike Seed at \$16.50 per hundred pounds. Write for sample. C. C. Norton's Sons, Greenfield, Ohio.

FOR SALE—Timothy Seed, Medium Clover, Alsike Clover—ask for price and sample. Friedley Bros., Carrothers, Ohio.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED CORN.

Pure bred, fire dried, Ida Co. Yellow Dent, White King. Also Seed Oats and Berley. Samples free. Allen Joslin, Holstein, Iowa.

SEED CORN YOU WANT—Imp. Reid's Yellow Dent, Leaming, Boone County White. Also Medium Y Soybeans and Clover.

E. G. LEWIS,
Media, Henderson Co., Ill.

10,000 bushels of big yielding varieties of seed corn. Consisting of Reids, Yellow Dent, Silvermine, Leaming and Johnson County White Dent. Can furnish in large or small lots. MCGREER BROS., COBURG, IOWA

SEEDS FOR SALE.

FOR SALE—Weather stained alfalfa seed—good germination—in car lots or less. Bowman Bros., Logan, Kans.

FOR SALE—Medium Red Clover, Alsike Clover, Mammoth Clover, Timothy Seed. J. W. Richards, Ferris, Illinois.

BLACKMAN & GRIFFIN COMPANY,
Ogden, Utah,
handle Alfalfa Seed. Get their prices.

SEED CORN FOR SALE.

I have 4,000 bushels Reid's Yellow Dent at \$3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

CLOVER SEED, extra good quality, for sale in carload lots or less. Write for samples and prices. Nathan Grain Co., Fort Wayne, Ind.

SEED OATS FOR SALE.

Wisconsin Pedigree No. 1 Oats—The best medium-season, big white oat for rich ground. Also the Early 60-day or Kherson. Write for samples and delivered prices. L. C. Brown, LaGrange, Ill.

SEEDS FOR SALE.

SEEDS FOR SALE

Located in Best Clover section in Indiana. Write for samples and prices. S. Bash & Co., Fort Wayne, Ind.

FOR SALE.

RED CLOVER SEED AND WHIPPOORWILL PEAS.
HORNER ELEVATOR & MILL CO.,
LAWRENCEVILLE, ILL.

FOR SALE—Choice Selected Seed Corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri. Yellow and White varieties. Prices right. Write for particulars.

The McCaull-Webster Elevator Co.,
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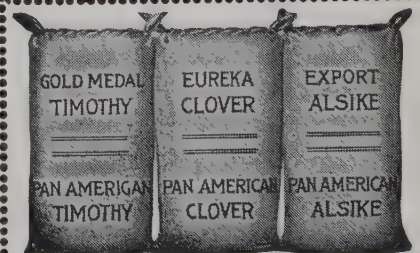
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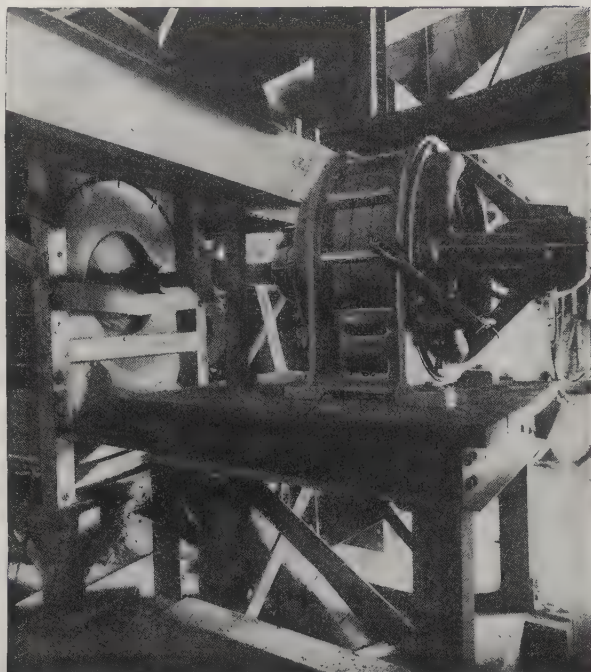
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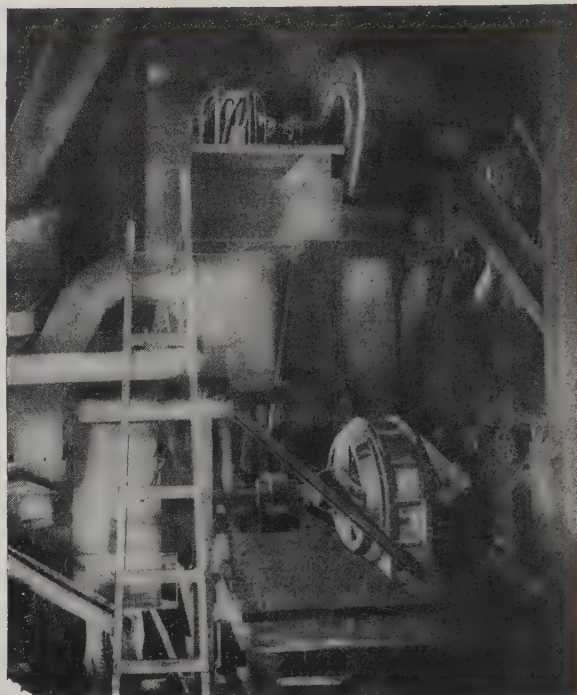
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The above and many other important details are discussed in Bulletin No. 4976. Send for your copy.

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4555

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., FEBRUARY 10, 1914

FEDERAL inspection of grain would insure the free distribution of rich plums among the favored henchmen at the great expense of the grain dealers.

THE GROWING use of private seals is facilitating the detection of pilfering from cars in transit and assists in the placing of the blame for the loss.

THE GRAIN receiver who can calmly consider the payment of an apparent overdraft on a shipment of rotten corn this season is a jewel. Treat him kindly.

PAY for cooping cars should be granted the men who do the work. The railroads will not perform the slightest service without compensation, neither can the shipper afford to do so.

YOU have not sent us a report on that last car you saw leaking grain in transit, but the grain shipper who sees your car leaking in transit will surely report it. The service is free. Let us hear from you.

A CLYMERS, Ind., dealer never files claims against the railroads because it is "too much trouble and never brings results." It is barely possible that the claimant in this case has failed to substantiate his claim by the documentary evidence required by the claim agent. The man who keeps a carbon copy of every claim and persistently follows it up each month generally gets results if his claim is at all reasonable, but it takes systematic persistence even to gain the attention of the claim agent.

ROTTEN corn has cost grain shippers and track buyers more heavy losses this year than for many years past and the wonder is how many dealers would be left had they not been blessed with the drier and the moisture tester to guide them in valuing and recovering the grain.

BEAN HANDLING is a business of heavy risks. The legislator who would destroy future trading in grain should make a study of the bean jobbing business; and then decide what margins the grain dealer would be compelled to make if deprived of the protection offered by hedging and in an unfettered market.

EAST ST. LOUIS newspapers and press agents are making much noise over a wild-eyed scheme to establish a grain exchange in that city. There is no necessity of it; the trade does not want it, nor will it support it. The Merchants Exchange of St. Louis is performing every service necessary for the establishment of a market at that point and there is no demand for a change.

CANADA'S rejection of free wheat Jan. 30 by a vote of 102 to 57 merely postpones further consideration of the subject until the budget is voted upon; but its action fairly indicates the relative strength of the two parties. That the Conservative party will be won over seems incredible; and any change in Canada's tariff on wheat and wheat products looks impossible for another year at least.

ILLINOIS grain rates will not be increased thru any lack of opposition on the part of the grain shippers. The rousing meeting at Decatur and the big delegation at the Springfield hearing cannot fail to impress the Public Utilities Commission with the grave effect their decision will have on the grain growers of Illinois. The increase must be paid by the producers and the consumers.

RAILROADS can no longer delay settlement on claims by transferring suits brot to enforce their collection from state to federal courts. The Kenyon law, which became effective Jan. 20, prohibits this practice. Perhaps some day railroads will entirely abandon their present bulldozing methods in adjusting claims and will deal with claimants in a fair and equitable manner, without forcing recourse to the courts.

TOLONO, Ill., dealers are credited with handling rotten corn for the farmer's account by shipping it for him on a seven cent margin and giving him the proceeds after paying the freight, commission, shrinkage, and other charges. This arrangement seems to prove satisfactory to the farmers, and while the grain dealers are not able to make much out of the crop, still they do not suffer the heavy losses they were suffering at the beginning of the season when they handled it for their own account.

GRAIN dealers who have just cause for complaining of poor service rendered by telegraph companies may be disposed to favor the Postmaster General's recommendation that the government take over the telegraph and telephone lines, but they cannot expect any improvement in the service or any reduction in the charges, because experience has proved that government service is less efficient and more expensive than any other.

BEFORE another crop of grain is moved from the Pacific coast the Panama Canal will be open and ready to facilitate the shipment of bulk grain from Pacific coast ports to Europe. This should result in a higher average price for Pacific coast grain and effect an equalization of grain values between Pacific and Atlantic ports. It should also effect a material reduction in the freight rates on corn from the southwest to Pacific coast points.

SHIPPERS who sell f. o. b. their track invariably figure on a reasonable discount, but some of the discounts levied upon corn shippers this winter have hardly left them enough balance on the shipment to pay the freight. While the quality of corn is improving and the discounts decreasing, still it behooves every corn shipper to exercise more than usual caution during the spring months, as much of last year's crop will surely make trouble.

THE MIDDLEMAN will disappear from the face of the earth and in his place will spring the "National Products Ass'n," an organization under the protection of the national government, receiving \$5,000,000 as an annual bounty and empowered to do everything from running a cotton gin to operating an airship line. This is not a joke; it is an epitome of Senate bill 4046, introduced in Congress Jan. 17 by Senator Borah. It is fortunate, indeed, that our dignified senators lack a sense of humor, or they would spend half their time laughing.

AN ILLINOIS grain buyer whose company is deeply in debt, was recently paying 58c for all corn when his best bid was 57½ for No. 3 corn. Some men are peculiar and seem unable to permit their competitors to get a fair share of the grain coming to the station at a living profit. Rather than permit their competitor to realize anything from his business, they insist on giving away their own working capital and in forcing him to do likewise if he desires to get any grain. This method as a rule results in bankruptcy for the unreasonable buyer and those who follow him. Too many men lose sight of the fact that they are really engaged in the grain business for profit. The old theory that the buyer's first duty to his competitor was to drive him out of business has long since been proved fallacious by men who have insisted upon trying it with disastrous results.

THE COLLAPSE of a steel storage tank at Hudson, Kan., illustrated in this number, is an interesting example of one of the weaknesses in this style of construction. The fact that this tank will be replaced by concrete tanks is significant.

POST OFFICE INSPECTORS recently arrested the manager of the Central Stock & Grain Co. at Cleveland, Ohio, for using the mails to defraud persons in distant towns whom he had induced to send him money for investment in what he was pleased to call "Spread Options." In each case the money was kept and the sucker was notified that the deal had gone against him, and he had lost all. The bucket shops and swindlers like this Cleveland fakir, have done more to bring grain speculation into disrepute with the general public than all the corners ever run on the grain markets.

BALTIMORE merchants are credited with being back of a movement to terminate the so-called "Grain Elevator Trust," the fear being that all of the terminal elevators will fall into the hands of a few men and they be able to mix the prime grain of shippers with their own low grade grain, to their own profit and the loss of the shippers. It would seem proper that the railroad companies should operate terminal freight warehouses for bulk grain for the benefit of all shippers and independent of any private interests. Some railroads have tried this in Chicago but, for some reason, have not been able successfully to divert sufficient grain to the houses to operate them profitably. Eventually public elevators operated by disinterested parties will be a necessity.

IT NOW seems certain that the Smith-Lever agricultural extension bill will soon become a law, and approximately \$4,000,000 will be appropriated annually by the federal government to be divided among the different agricultural states according to their rural population. This money is to be expended by the state colleges of agriculture through their extension departments in practical work with the farmer and not much of it will be invested in printed matter. The printing presses of the United States have produced about a million tons of printed matter per farmer, designed primarily to assist him in the production of larger crops, but he has not read it; consequently he has not profited by the efforts of the agricultural experts. The plan under the new law is to employ enough agricultural experts to show each farmer how to get the most out of his soil. It is right along the line of work which has been conducted during recent years by the Crop Improvement Com'te of the Council of Grain Exchanges. It has resulted in much real improvement. It interests young men in the problems of the farm and inspires them with an ambition to solve them.

North Dakota Misled by the Politicians.

Some time ago, through the influence of scheming politicians, North Dakota's constitution was amended to permit the state to engage in the terminal elevator business at Duluth or Superior if a majority of its voters so desired.

The schemers have long waged a fight on the Minnesota grain inspection and weighing department, and inasmuch as the grain growers of the state have not been convinced of the falsity of many wild statements made against the grain dealers and grain elevator men of Minnesota, it was necessary for the politicians to keep up the agitation and keep alive the issue by which they got into office.

This winter the school teachers of the state seem to be taking an active interest in solving the terminal elevator question without the expenditure of the tax payers' money, and they have written many letters of inquiry to disinterested parties in distant cities.

To start with, the proper province of government is to govern, to regulate, to rule, to control, and if any public service corporation is not serving the people satisfactorily the state has power to institute an investigation which will surely bring about a correction. Few business undertakings of government have proved profitable, and the state of North Dakota under existing conditions could not hope for one penny a year profit from any money it might invest in terminal elevator property. The grain growers of the state could not profit by it, altho they might be able to obtain a higher price for their grain by reason of its cleaning in the terminal elevator. However, they would have to pay freight on the dirt to the terminal elevator and the freight alone would more than pay a high rate of interest on the cost of installing a good grain cleaner on every farm in the state. By placing his grain in prime marketable condition before offering it for sale at country stations or before shipping it, the grower would realize more from his crops than in any other way, and when his grain has been cleaned on the farm there will be no need of cleaning it at the terminal.

The only other use the grain grower could have for a terminal elevator would be to use it as his store house. If he desires to hold his grain for the higher prices which he may think are certain, then he can hold it on his farm much cheaper than anywhere else, as has been well proved during recent years by the many steel tanks now found on North Dakota farms. If he has no steel tank then he can take it to the country elevator and store it for a very reasonable charge. If he prefers to store it at a terminal he can do so now at a public well regulated elevator, and at just as low a figure as the state of North Dakota would care to ask.

If neither the state or the grain growers are to realize any profit from

the establishment of a state elevator at Superior, then the question arises, Who wants it? The country elevator men have not raised their voice for it, and no organization has made any fight for it, altho many of them have been induced by wire-pulling politicians to adopt resolutions favoring it, still the associations have been entirely passive in the matter and at no time have they taken any active interest in the question.

The politicians alone are responsible for the survival of this dead issue. North Dakota might just as well undertake independent street car lines in Superior and Duluth, independent gas and electric lighting plants, and an independent telephone system for the special use of its citizens when at the head of the lakes as to engage in the terminal elevator business. Its citizens would be no better served in any case than they are now and would be charged no less for the service. It is doubtful if anyone has yet advanced one reasonable argument in support of state owned terminal elevators at Superior. The scheme is nothing but a shallow trick to gouge the tax payers.

Shud Protest Against Releasing Carriers.

Grain Shippers everywhere owe it to their business to protest vigorously and persistently against being assessed ten per cent extra for the guarantee of the delivery of their grain at destination. The railroads by bluffing the shippers into signing Bs/L and releasing them from their common law liabilities have put one over on the shippers which eventually must prove of great pecuniary advantage to the railroads.

If the railroads had been fair in the matter they would have offered the shipper a lower rate than the existing schedule rate to release them from their common law liabilities for the safe delivery of all of each shipment at destination.

Many shippers, thinking that the change had the full approval of the Interstate Commerce Commission, have peacefully accepted the imposition without fully realizing that they were in reality signing away long established rights without any compensation. It seems high time that organized effort be made to require the railroads to accept shipments at the schedule rates and to guarantee their delivery in good condition without the payment of an extra ten per cent.

COUNTRY elevator men who have been accustomed to make verbal contracts with farmers for their crop have suffered serious losses on the last crop because of the farmers' inability to deliver corn as contracted, and the average dealer has been forced to handle much of the stuff gathered in the corn fields of Illinois, Indiana, and Ohio, farmers at a loss. Consequently more dealers than ever before are now insisting upon written contracts which specify the grade and provide a discount in case of failure to grade.

The Stock Exchange Protest.

The Chicago Stock Exchange recently adopted resolutions protesting most vigorously against the enactment into law of the Owen bill, designed to put the stock exchanges out of business and to establish an autocratic censorship in violence to the spirit of a free people. In the course of its protest the exchange states,

That the enactment of said bill into law will necessarily cause an enormous shrinkage in the value of securities, in which a large part of the wealth and savings of all classes of the people are invested, because the existence of a wide, ready, and regulated market for such securities, constitutes an important element in their value, and under the operations of the proposed bill, such market will largely be destroyed.

That the necessary effect of the enactment of such bill into law will be that transactions in such securities will be conducted through brokers or dealers who will not be amenable to the salutary rules which govern the members of such exchanges, and which operate for the effective, and immediate, protection of persons having occasion to buy or sell such securities.

If the law makers at Washington are determined to handicap all lines of business and discourage all speculation in certificates of stock, then this latest sample of destructive legislation should be forced on the public. Many of the provisions are so impracticable, unreasonable and unnecessary they could not have been conceived by a man having a clear conception of the methods of doing business on stock exchanges, or of any other exchanges. No exchange is perfect, but all are continually improving their rules to the end that the cause of fair dealing may be fostered and promoted.

It is but natural that the exchanges should protest most vigorously against the enactment of laws which will drive the business to unregulated curbs. The wonder is that all owners of stock certificates do not join in the protest. The abolition of the exchanges would open the way for the curbstone brokers to misquote sales and misrepresent values without limitation or regulation, to the great detriment and loss of the people at large. Newspapers the world over publish daily the exchange quotations and thus give every holder of stock certificates some idea of the real market value of his property. Without this reliable information, the widows, the orphans, and the average holder would seldom be able to learn the truth regarding the market value of their holdings. Buyers of *unlisted* stocks often buy them much below the prices circulated by the brokers, because their quotations do not correctly reflect the market. Without the exchanges to record and report the actual prices at which sales are made in the different centers the easy way will be opened for the control of any stock or grain by a few. The law proposed by Senator Owen would affect almost as many people as would similar legislation directed at the grain exchanges.

It behooves the law makers of the land to investigate the real service performed

to the public by the exchanges before they seriously undertake any regulation or restriction of these mediums for the establishment of true market values. Without intelligent investigation they are sure to do much more harm than good.

Grain Elevator Accidents.

A careful search of our news columns for 1913 discloses the fact that it was a most disastrous one to the employees of grain elevators and feed mills, the total number of persons injured being 212. Thirty-three men lost their lives and 64 were injured by the dust explosion in the Husted mill, Buffalo. The total number of elevator accidents during the year numbered 115. As compared with 1912 the accidents in and about the grain elevator were far more numerous, although fewer fatalities resulted.

Elevator Accidents.	1913.	1912.
Killed in elevators.....	27	31
Injured in machinery.....	44	21
Killed in machinery.....	15	3
Hand caught in machinery.....	15	..
Foot caught in machinery.....	5	..
Arm caught in machinery.....	6	..
Caught on set screw.....	8	..
Caught in flywheel.....	3	..

It would seem an easy matter to greatly reduce the elevator accidents if elevator owners and operators would co-operate in the guarding of machinery and the exercise of greater care. It is but natural that men working about machinery become so accustomed to its dangers that they grow negligent and careless. As evidence of this fact we recite the following causes of some of the elevator accidents of 1913:

Adjusting belts without stopping engine.
Taking loose bolt out of running machinery.
Removing a block from machine without stopping it.
Tightening loose nut, machinery running.
Adjusting belt with machinery running.
Cleaning elevator boot, machinery running.
Adjusting oil feed on engine without shutting down.
Cut open by descending elevator cups while trying to remove clogging in boot.
While adjusting belt over pulley fell on belt.
Two tried to work in pit with machinery running; one killed, the other terribly mangled.
Caught hand in roller mill, tried to pull it out with other one, and caught both. One amputated.
One kicked a dump and was badly injured.
Applying resin to running belt; killed.
Five tried to kick the belt into place; three killed.
Four caught hands in elevator boot; all lost fingers.
Three killed oiling machinery.
Four had clothing caught in machinery; two were killed.
Four caught in conveyor belts; two had arms torn off and died.
One started a fire with gasoline and was severely burned.
Two carried lighted torches in one hand and gasoline can in other; one died.
Two boys were playing in bin of wheat. One man fell from running board of bin; killed.
Boy playing in bin; smothered.
Found dead in oats bin.
Struck on head by falling bolt.
Struck on head by falling board; killed.
Walked into open dump; badly hurt.
Struck on head by heavy weight when rope broke.
Slipped while unloading grain.
Four teams went into dumps.
Child playing in manlift had legs crushed.
Defective board in floor, fell two stories.

This great sacrifice of lives and bodies to unguarded machinery and carelessness cannot be compensated for by the payment of money or kind words. Every worker owes it to himself, his family and his employer to put a collar around every set screw and guard every fly-wheel and belt. It is unnecessary to take the many chances that are being taken daily by the elevator employees. All elevator dangers can be greatly reduced and many of them can be eliminated entirely, but nothing will be accomplished unless active co-operation is obtained on the part of the elevator operator and the workers. The enactment of workmen's compensation laws by many states makes it much cheaper for employers to eliminate the hazardous machinery and no doubt many will work with this end in view, but greater vigilance must be exercised by all if the number of accidents is to be reduced.

Rates Will Not Be Advanced.

The persistence of trunk line carriers in demanding permission to increase their freight rates five per cent resulted in the Interstate Commerce Commission ordering the discontinuance of all allowances from published rates to corporations owning their own terminal lines and using them to shift cars from the trunk lines to their own factories and warehouses.

This change alone, it has been estimated, will save the railroads more than what they would have realized from a five per cent increase in rates, but the Interstate Commerce Commission does not propose to stop with the abolition of the tap lines and the many perquisites and privileges which went with them, but will now undertake an investigation of other favors and privileges being granted to large shippers, to the end that all may be placed upon the same basis and service be given by the railroad companies without discrimination and without favor to any.

The Commission is of the opinion that the free services now rendered to the large shippers are in a large measure due to their claimed inability to make their revenue meet their expenses. Accordingly the Commission has decided to institute an investigation of terminal allowances, reconsignment privileges and commodity rates, in the hope of checking a number of large leaks. At any rate the advance in freight rates long demanded is for a time at least postponed and shippers can make their plans for the immediate future without fear of having to pay a rate higher than the present rate.

GRAIN shippers everywhere will watch with deep interest the corn grading rules of the different markets between now and the next crop. While some will adopt the government grades, it is doubtful if all will do so.

Letters

From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Shippers Shud Not Sign B/L.

Grain Dealers Journal: It was our understanding that the railroads were insisting that shippers sign the uniform B/L, but if the signing of the lading can be avoided, it is much better not to sign it. The acceptance of the lading without signing by shipper does not bind the shipper to the conditions.

The fact that there is a blank space in the B/L for shipper's signature and it is not signed would indicate that the shipper did not agree to the conditions by his refusal to sign.—W. H. Suffern Grain Co., Decatur, Ill.

Moisture Tests Nearly Agree.

Grain Dealers Journal: Some recent tests made at our new grain storage elevator at National Docks, Jersey City, should prove of interest to grain dealers.

The percentage of moisture in some Argentine corn recently tested showed 13.2%. Some of the same corn was then sent to the Department of Agriculture at Washington, where the test revealed 13% moisture.

We regard that as showing the testing machine we have at the National Docks to be practically perfect.—Yours very truly, John Duffy, Publicity Agent, Lehigh Valley R. R., New York City.

Report of Michigan Decision Misleading.

Grain Dealers Journal: In your issue of Jan. 25th, 1914, on page 181, reference is made to a decision of Judge Tuttle in the United States District Court in the case of Traverse City Milling Co. against the P. M. R. R.

The article makes it appear that in this case the B/L was drawn to the order of the Traverse City Milling Co., instead of to the order of Botsford & Barrett, and therefore the carrier was made liable while in other cases the Bs/L were drawn to the order of Botsford & Barrett, and for that reason, the loss on account of the fraud came on the parties who supplied the shipments.

The facts are the Bs/L held by the Traverse City Milling Co. were identical with the two held by the Nelson Grain Co., all three being drawn to the order of Botsford & Barrett, and Botsford & Barrett's name being signed as shippers. In the Nelson Grain Co.'s case, who sued the A. A. R. R. Co., initial carriers, in the Gratiot Co. Circuit Court, Judge Searl held that the order B/L in the possession of the lawful owner was a title to the property, and that the carriers were liable, but upon appeal a majority of the judges of the Supreme Court of Michigan reversed the decision. Judge Tuttle, however, evidently holds with Judge Searl, in the Traverse City Milling Co.'s case, tried in the U. S. District Court. As the matter now stands, it appears that the two decisions

are entirely opposite. These facts are given the writer by Geo. P. Stone, who was the attorney for the Nelson Grain Co.—Yours truly, Ithaca Roller Mills, by J. B. Crawford, Sec'y, Ithaca, Mich.

Retrospection.

Grain Dealers Journal: The shipping of corn is considered the most hazardous branch of the grain business, and considering the very large number of shipments made, we have had comparatively little trouble and relatively much less than smaller shippers, and none but what we have always adjusted to the entire satisfaction of all concerned.

The grading of grain will always be a matter where differences of opinion will exist; the inspectors are human and we know from experience that they mean to be honest, impartial, and use their best judgment; and we doubt if there will ever be a department that can satisfy both the buyer and seller on each and every car lot. If you ship to a market you want a liberal inspection, and if you buy from the same market you want a rigid rule applied; while in the meantime all a LIVE GRAIN MERCHANT can do is to buy the best that Providence has given the producer and ship it to the consumer on its merits and endeavor to give each a square deal.

There will always be more or less risk in shipping bulk grain, although we are glad to say that the weight differences are growing less each year and most of them account of loss in transit and leaky cars. We find the railroads, however, are very just in paying these loss claims, having recovered on over ninety-five per cent the past season.—The C. V. Fisher Grain Co., Kansas City, Mo.

Demands Square Deal on Shrinkage Deduction.

Grain Dealers Journal: I notice that F. C. Maegley, A. G. F. A., A. T. & St. Fe R. R., never loses an opportunity to speak in favor of deducting from all claims for loss of weight in transit an allowance for natural shrinkage.

The Government has completed tests on car lots of grain shipped from Baltimore to Chicago and return, and also on car lots of same grade of grain remaining stationary in the yards in Baltimore.

These tests seem to bear out Mr. Maegley's contention that there is a natural shrinkage. It is shown that there is a possible 3-10 of one percent natural shrinkage after 30 to 50 days.

I want to submit for consideration, however, the fact that the ordinary shipment of grain is not in transit for so long a time. Many shipments go through in 5 to 10 days, and to my knowledge, no tests have shown that there is $\frac{1}{8}$ or $\frac{1}{4}$ of one per cent natural shrinkage for that length of time.

It is a known fact that shipments often linger long on the way to nearby markets, but it now becomes pertinent to ask, "Is the shipper responsible for this delay and if losses occur should he pay the R. R. Co for its failure to perform its duty?"

I most emphatically deny the right of the R. R. Co.'s to deduct any so-called natural shrinkage allowance. They never mention the losses in quality and price they cause by delay in transit, and which claims they studiously try to evade.

It is most unfair to make a 5-10 day shipment stand a 30-50 days natural shrinkage allowance.

I believe Chas. D. Jones, Pres. G. D. N. A., says: "On shipments to my elevator freight is always claimed on billed weight." Now, if there really is a natural shrinkage, and in view of the R. R. Co.'s oft avowed spirit of fair play, would it not be the square, manly thing for them to make $\frac{1}{8}$ or $\frac{1}{4}$ of one per cent allowance on freight charges? Or, is it possible that grain only shrinks when it is financially convenient for the R. R. Co.'s to believe or disbelieve it? Yours for a square deal.—Illinois Shipper.

Argentine and American Corn Compared.

Grain Dealers Journal: In regard to the character and quality of Argentine corn, I take pleasure in giving you report based on chemical analysis of 98 samples taken from four cargoes of Argentine corn (all Flint) received at New York from the crops of 1911 and 1912. For the sake of comparison, I am also giving the average of chemical analyses on 129 samples representing four cargoes of American Dent corn as loaded for export from the United States.

	Argentine.	American.
	%	%
Moisture	11.07	10.46
Ash	1.53	1.28
Ether Extract or Fat..	4.91	3.64
Protein	9.79	8.78
Crude Fiber	1.77	1.95
Undetermined	70.93	73.89

The moisture content shown here, of course, does not represent the moisture content of the corn as received or loaded, but the moisture content at the time the analyses were made. The Argentine corn shows naturally much lower moisture content than our home-grown corn.

From the comparison of these analyses you will note that from a standpoint of chemical composition, the Argentine corn is not inferior to American corn as exported. I am not able to say, however, how they should compare for feeding or manufacturing purposes. I am of the opinion that it would be necessary to grind the Argentine corn to get the best results for feeding purposes.—Very truly yours, J. W. T. Duvel, Crop Technologist in Charge, Bureau of Plant Industry, Washington, D. C.

Washington Suffering from Over-Competition.

Grain Dealers Journal: The Farmers Union of Washington, Oregon and Idaho, at its meeting Jan. 28 at Colfax, Wash., discussed the bulk handling of grain, and reports were received that immense elevators are being built at terminal points and that ships are being prepared to handle bulk grain to Europe, the Orient, and American ports. The prediction was made that in a few years the sack problem would not only be solved but eliminated.

This is the usual agitation for the handling of grain in bulk; but it will be some time before we will realize any benefits from the elevators in this country. A change that would be of great benefit at once would be obtained if the line companies would trade with each other so as to leave one company in control at each station. Then a uniform storage rate would be charged; a competent manager could be employed and the whole crop could be handled cheaper, as it costs less to operate one large house than two or three smaller houses.

The amount of grain handled at any one station does not now and never will again equal the amounts that were once

handled, because new railroads are cutting up the country and reducing the territory tributary to each station. As a result a lot of additional warehouses are being built at the new stations, giving ample warehouse facilities and also increasing the cost of operating a line of houses. Only a change in the method of regulating the business at each station can make the investment pay again.—Washingtonian.

Rock Island Squares Itself.

Grain Dealers Journal: Referring to my previous letter (published on page 848 of the Journal for Dec. 25, 1913), in which I quoted a notice from the Chicago, Rock Island & Pacific Ry. ordering me to remove my warehouse off railroad property at West Branch, Ia., the railroad officials have since found out the real facts in the matter and have not hesitated to give me a square deal. I feel that in justice to the Rock Island officials, commendation should be given them for the way they have handled the proposition finally to the satisfaction of all.—Joseph Schonborn, Centerdale, Ia.

Coming Conventions.

Feb. 17-19—Illinois Farmers Grain Dealers Ass'n at Ottawa, Ill.

Mar. 4-5. The third annual meeting of the Farmers Grain Dealers Ass'n of North Dakota will be held at Jamestown, N. D.

April 9-10—Western Grain Dealers Ass'n at Hotel Montrose, Cedar Rapids, Ia.

May 26-28—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

Canada Vote Against Free Wheat.

The Canadian parliament on Jan. 30 defeated a resolution to remove the duty on wheat and wheat products from the United States by a straight party vote of 102 to 57. The vote at this time was the result of a parliamentary trick; and the question will come up again for proper consideration six or eight weeks hence when the budget is passed.

The Conservatives maintain that Canada's prosperity is largely due to her policy of protection and that any change in the tariff, particularly at this time of strained economic conditions, would be disastrous. The Conservative party is in power and has behind it the railroads, millers, and the commercial interests.

The Liberal party will be certain to make a vigorous fight for free trade with this country on wheat and wheat products, and possibly on agricultural implements as well, when the matter comes up in connection with the budget. However, the opinion now seems to be that the proposition will be again defeated and that the tariff on these commodities will not be changed this year.

RAILWAY finances are made subject to regulation by the Interstate Commerce Commission in a bill introduced in Congress Jan. 29 by Representative Mapes. The bill is modeled after the Michigan law and exempts securities maturing within two years.

Hang on! Cling on! No matter what they say.
Push on! Sing on! Things will come your way.
Sitting down and whining never helps a bit;
Best way to get there is by keeping up your grit.

—Louis E. Thayer.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Railroads Play Waiting Game on Claims.

Grain Dealers Journal: I filed two claims covering shipments of empty bags on Apr. 17, 1913. The railroad does not dispute the claims but keeps putting off paying them. How can I force collection?—John V. Sturmer, Dorchester, Wis.

Ans. Railroad claim agents seek to avoid payment on a great many claims by delaying payments and wearing out the claimants. The best way to get action is to bring suit in the local justice court and then attach some of the railroad company's property for the amount of judgment.

What Is Reasonable Transit Time?

Grain Dealers Journal: What is a reasonable time for a car containing new perishable corn to move 30 miles into Toledo, O., and then to Pittsburgh with one change of roads, that at Toledo?—Chas. B. Krohn, mgr., Farmers Grain & Seed Co., Grelton, O.

Ans. The average time on a number of shipments would be considered reasonable by any court. The railroads could not object as this would be considerably slower than their scheduled time. They have not had unfavorable weather conditions or traffic congestion this winter as a defense.

Must All Claims Be Included in Suit?

Grain Dealers Journal: Our attorney says that if we sue the railroad company for a claim we must include all claims to date or forfeit the right to sue on them. Is this correct?—Anxious.

Ans. No; but if the time limit in which to file claims has nearly expired, all claims that are good should be included. Even if the court decides in favor of the shipper on one of several identical cases the railroad company can refuse to pay the others on defense that claims were not presented, or suits brot, within the time limit. Each carload or each shipping contract is separate.

Do Courts Sustain Natural Shrinkage Deduction?

Grain Dealers Journal: Can a shipper be compelled to make the natural shrinkage deduction on his claims for loss of grain in transit after he has notified the railroad that it must either recognize his weights or install a track scale at his elevator?—S. C. Shaw, mgr., Tallula Farmers Elevator Co., Tallula, Ill.

Ans. The deduction for natural shrinkage is so new that the court of last resort has not yet passed upon the carrier's right to make this deduction. The C. M. & St. P. and one or two other railways have discontinued the practice because their legal departments could find no right in law to demand the deduction. The common law

requires the railroad to deliver at destination what it receives. The percentages fixed by the carriers for natural shrinkage are greatly in excess of the average shrinkage when strong, well-coopered cars are used, the grain under certain weather conditions even taking on moisture and weight. The roads have no grounds for attempting to compel shippers to grant their claimed allowance for natural shrinkage; and no court would uphold them in such a contention without their proving the actual shrinkage in each instance.

Recovery on Shortage Claims.

Grain Dealers Journal: We find that railroads will not pay for shortages when no evidence of leakage was found on the car; and it seems quite clear to us that railroads should not be held liable for shortages on grain shipments, unless there is evidence of leakage or of seals on the doors having been broken.

It seems to us unreasonable that railroads should be liable for a possible variance in the scales of the shipper and scales at destination. There are too many scales at country elevators that are not reliable.

Have the railroads paid any shortage claims when there is no evidence of leakage or of seals having been broken?—E. T. Cusenbolder & Co., Sidney, O.

Ans. It is not unreasonable to require the railroad company to pay for grain lost out of a car. The shipper is paying for the service of transportation, which includes protection of his property while in the custody of the carrier. It is unreasonable to require the shipper to place a watchman on the car en route to destination to make notes of careless handling and to guard against theft. The shippers have no voice in making the freight rates, and they are presumably high enough to cover all expense to the carrier incidental to transportation.

On the Great Lakes the vessels are held accountable for every bushel loaded into them, and as the weight loaded out never corresponds exactly to the weight loaded into the boat, the vessel captain invariably gets a bonus or suffers a deduction, at the market value of the grain. The shipper makes no claim; this practice is taken as a matter of course. In a few cases the vessel's loss thru shortage has absorbed the greater part of the freight. The principle is exactly the same applied to carriage by rail.

It would be bad law to place on the shipper the burden of proving that the car leaked in transit, for the reason that no representative of the shipper accompanies the car, whereas the train is at all times under the supervision and control of the railroad company.

The objection that country elevator scales are not reliable has no force, for the reason that the country elevator operator is perfectly willing to have the railroad company weigh his shipment at the elevator or at the country station and receive a receipt for the exact amount loaded. As the carrier permits the shipper to perform this service for the railroad company, the shipper is in this respect virtually the carrier's agent, and the carrier ought to be bound by the weights of its own agent.

With regard to a shipment of corn Judge Ellison of the Kansas City Court of Appeals recently said: "If the carrier receives and fails to deliver at destination, or delivers in an injured condition he knows the cause, and the shipper ordinarily has no means of knowing it, and for that reason the presumption has arisen in favor of the shipper which, in the absence of legal explanation or contractual excuse, entitles him to judgment for damages."

Cases where carrier paid for shortages when there was no evidence of leakage were reported in the Grain Dealers Journal Feb. 10, 1913, pages 206-207, Turle & Co. v. Soo Ry., and Northwestern Elevator Co. v. Great Northern Ry. In the Journal Oct. 10, 1913, page 522, the Ohio Hay & Grain Co. reports getting judgment against the C. H. & D. R. R. without evidence of leakage.

THE NATIONAL Corn Exposition will be held Feb. 10 to 24 at Dallas, Tex. A brilliant program has been arranged; and a long list of trophies will be awarded.

Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

CANADA.

St. Gregor, Sask., Jan. 22.—Crops good; no rain to hold back threshing.—H. Nelson, agt. British American Elvtr. Co.

Moose Jaw, Sask., Feb. 6.—Delightful winter weather; temperature ranging from 10 to 35 below zero; just weather we need to put 8 to 10 feet frost in ground to insure crop next year.—J. T. Snodgrass, Snodgrass Grain Co.

IDAHO.

Rathdrum, Ida., Feb. 5.—Oats principal grain raised here. Heavy snowfall Feb. 4, followed by high wind and cold, was first zero weather of year.—S. L. Farnsworth.

ILLINOIS.

Riggston, Ill., Jan. 29.—Corn crop poorest ever raised.—B. F. Green, mgr. Oakes & Green.

Plainview, Ill., Jan. 30.—Wheat acreage extra large; prospects for big crop fine.—J. J. Koehler.

Dunlap, Ill., Feb. 5.—Corn about ½ crop; none grading No. 3. Our best car tested 19.04% moisture.—Jackson & Shehan.

Princeville, Ill., Feb. 5.—Corn yield 30 bus., quality soft; none grading No. 3.—J. B. Graham, mgr. Farmers Elvtr. Co.

Bluff Springs, Ill., Jan. 28.—Wheat unusually fine; corn yield 20 bus.—R. R. Jokisch, mgr. Bluff Springs Farmers Elvtr. Co.

Peterstown sta. (Mendota p. o.), Ill., Feb. 2.—Crops were a little short last year.—T. C. Sondergott, mgr. Farmers Elvtr. & Sply. Co.

Otterbein, Ind., Jan. 21.—Corn 75% in farmers hands; oats 40% in farmers hands.—C. W. Hawkins, Otterbein Grain Co.

Manito, Ill., Feb. 6.—Growing wheat looks fine; covered with snow which is beneficial.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Pocahontas, Ill., Jan. 30.—Growing wheat in splendid condition; acreage large. Winter thus far one of mildest on record; if growing wheat stands two months a bumper crop is apparently assured.—Union Roller Mfg. Co.

Prophetstown, Ill., Jan. 30.—Corn crop poor; oats fair crop; feeding heavy as corn is short; very little wheat raised here last 2 years; cholera killed great many hogs but still fair number left.—J. E. Frary & Son, per Claude E. Frary.

INDIANA.

Otterbein, Ind., Jan. 21.—Corn pretty wet.—C. W. Hawkins, Otterbein Grain Co.

Tipton, Ind., Jan. 21.—Winter wheat rooted fine, vigorous growth, acreage over average.—G. A. Lewis.

Sharpsville, Ind., Jan. 21.—Corn crop good; oats a failure; winter wheat 115% acreage; perfect condition.—J. C. Batchelor.

Morristown, Ind., Jan. 21.—Corn fair condition; winter wheat splendid condition; acreage 20% increase over last year.—Mull Grain Co.

Greenfield, Ind., Feb. 7.—Old farmers and grain dealers of Hancock County say there never before has been so many acres of corn ground broken in winter as this year. Fully one-third of the spring plowing had been done when the freeze came Feb. 6.—C. L.

Petersburg, Ind., Feb. 7.—Until recently the weather has been so mild in this locality that farmers were enabled to do some plowing for oats and corn; many sod fields were being turned under when the freeze came and stopped the proceedings.—C. L.

Alert sta. (Letts p. o.), Ind., Jan. 31. Fall wheat looking fine.—Sam Kelly, mgr. H. Griffith.

IOWA.

Bagley, Ia., Feb. 3.—Crops about average with last year.—P. Dennis, Phillip S. Dennis Co.

Liscomb, Ia., Jan. 27.—Crops good; corn very good quality; large percent grading No. 3.—B. F. Vorhes.

Palo, Ia., Feb. 9.—Corn averaged 30 bus.; quality only fair.—J. M. Hayes, mgr. Palo L. S. Grain & Lbr. Co.

Shellsburg, Ia., Feb. 9.—Corn averaged 35 bus.; all grading No. 4.—Chas. Donels, mgr. Shellsburg Grain & Lbr. Co.

Crystal Lake, Ia., Feb. 7.—Corn and oats made good crop; wheat and barley light; poor quality.—B. J. Smith, mgr. Crystal Farmers Ass'n.

Cedar Rapids, Ia., Feb. 7.—Grain receivers are glad to see the snow and cold weather. They think there will be more demand for grain and that they can do some business. Farmers are everywhere bullish on corn prices and many dealers are in the same position. The country is full of oats and an enormous amount of corn has been saved by reason of open winter.—G. J. S.

KANSAS.

Girard, Kan., Jan. 28.—Wheat prospects never better than at present.—H. E. Morrow.

Garfield, Kan., Jan. 28.—Wheat prospect 100%; never looked better.—Garfield Co-op. Co.

Brenham sta. (Greensburg p. o.), Kan., Feb. 4.—Wheat about all in.—S. L. Gamble, mgr. Brenham Equity Exchange.

Muscotah, Kan., Jan. 28.—Wheat in fine condition; plenty of moisture in ground to carry thru winter.—W. R. Miller, Farmers Elvtr. Co.

Cleveland, Kan., Feb. 6.—Wheat acreage large; prospects fine; pasture has been worth a great deal of money to farmers.—H. F. Braley.

Cheney, Kan., Feb. 4.—Condition of wheat best; acreage large; cattle pasturing on it; corn and oats acreage small.—Cheney Grain & Elvtr. Co.

Ford, Kan., Feb. 7.—Have had 2 days of zero weather with no snow to protect wheat; it is reported considerably damaged.—John Emrie & Sons.

Horton, Kan., Feb. 6.—We raised no corn this year; wheat looks good; top of ground dry; need snow badly.—W. T. Graham, mgr. C. E. Sheldon.

Clyde, Kan., Jan. 24.—Crops look fine; no winter up to date; good for farmer; owing to scarcity of feed all stock are living on wheat pasture.—Chris Mather.

Hugoton, Kan., Jan. 28.—Wheat prospect best known for 20 years; ground thoroughly wet; open winter insuring deep rooting of wheat plant; no insect pests; good growth; healthy condition prevails; acreage largest ever sown.—Agt. Bolin Hall Grain Co.

KENTUCKY.

Hopkinsville, Ky., Feb. 4.—Growing crop in entire section looking fine; condition 110% of 10 year average; acreage little larger than average.—The Acme Mills.

MARYLAND.

Rising Sun, Md., Feb. 5.—Wheat poor quality on account of being eaten by fly while in barns.—Duyckinck, Sterrett & Co.

MICHIGAN.

Pentwater, Mich., Feb. 3.—Crops looking good in spite of warm weather; having an old fashioned snowstorm today.—Sands & Maxwell L. Co.

Lansing, Mich., Feb. 7.—In reply to the question, "Has wheat during January suffered injury from any cause?" 66 correspondents in the southern counties answer "yes" and 211 "no"; in the central counties 23 answer "yes" and 91 "no"; in the northern counties 41 answer "yes" and 88 "no" and in the Upper Peninsula 4 answer "yes" and 20 "no." Snow protected wheat

in the state 19 days; average depth of snow in the state Jan. 29, 1.31 in. Total number of bushels of wheat marketed by farmers in January, 192,419 bus.; estimated total number of bus. of wheat marketed in the 6 months August-January is 4,000,000; 65 mills, elvtrs. and grain dealers report no wheat marketed in January.—Fredrick C. Martindale, Secretary of State.

MISSOURI.

Columbia, Mo., Dec. 1.—The final 1913 report of the Missouri State Board of Agriculture gives the acreage and yield of the grain crops for the year as compared with 1912, as follows: Corn acreage, 7,537,270 acres; yield 132,748,541 bus. for 1913; compared with acreage 7,610,988 acres; yield 243,042,951 bus. for 1912. Wheat acreage 2,020,330 acres; yield 35,390,833 bus. for 1913; compared with acreage 1,708,999 acres; yield 21,546,687 bus. for 1912. Oats acreage 656,182 acres; yield 14,949,532 bus. for 1913; compared with acreage 898,883 acres; yield 29,488,490 bus. for 1912. Flax acreage 9,341 acres; yield 48,573 bus.; rye acreage 7,510 acres; yield 106,642 bus.; buckwheat acreage 1,083 acres; yield 11,155 bus.; barley acreage 620 acres; yield 11,160 bus.; broomcorn acreage 1,819 acres; yield 649,383 lbs. for 1913. The yield of corn per acre was only 17.6 bus. compared with 31.9 bus. in 1912. The quality for the state was 64%, compared with 87% in 1912; 75% had been gathered Dec. 1. The average yield of wheat is placed at 17.5 bus., compared with 12.6 in 1912. Acreage of fall sown wheat 2,156,637 acres; compared with 2,023,330 acres last year; condition Dec. 1 101% compared with 91% on corresponding date in 1912. The acreage seeded is 7% larger than for 1912. Only 656,182 acres of the 891,489 acres of oats sown in 1913, made sufficient growth to be harvested; yield per acre 22.7 bus. compared with 31.3 bus. in 1912. The growth of volunteer oats, due to the open season, has been sufficient to provide fall pasturing in many sections. Flax shows a decrease of 8% in acreage from 1912; yield 5.2 bus.; compared with 7 bus. last year. The rye acreage is 1% larger than in 1912; yield 14.2 bus. per acre. Buckwheat acreage 10% less; yield 10.3 per acre. Barley acreage 15% less; yield per acre 18 bus. Broomcorn acreage 53% of 1912 acreage; yield 357 lbs. compared with 510 lbs. last year. The yield of all grains except wheat and rye was lower than the preceding year and nearly all corn was fed at home. The total value of the farm crops of the state was \$175,787,126 compared with \$188,129,500, showing a loss of \$12,342,374.

MONTANA.

Dell, Mont., Jan. 23.—Best crop oats this season ever grown here; averaging over 45 bus.—H. C. Patterson.

Arrow Creek sta. (Stanford p. o.), Mont., Jan. 27.—Grain good quality; good condition.—J. G. Hanson, agt. Montana Elvtr. Co.

NEBRASKA.

Manley, Neb., Feb. 7.—Cold weather hard on wheat.—D. D. Brann, mgr. Manley Co-op. Grain Assn.

Norman, Neb., Jan. 23.—Wheat looking fine; large acreage sown.—E. O. McKibben, mgr. Farmers Business Ass'n.

Wabash, Neb., Feb. 6.—Wheat looking fine for this time of year; recent cold snap did not do much damage; acreage larger than last year.—John H. Wood, mgr. Wabash Grain Co.

NORTH DAKOTA.

Douglas, N. D., Dec. 6.—Only about ½ crop here this season.—J. D. Franklin, agt. Dodge Elvtr. Co.

Hamden, N. D., Feb. 5.—About 15% of this crop was dockage.—W. E. Pickley, agt. Winter-Truesdell-Ames Co.

Charbonneau sta. (Nameless p. o.), N. D., Jan. 24.—Crop was fair this year.—J. M. Burns, mgr. Farmers Elvtr. Co.

OHIO.

Ankenytown, O., Feb. 7.—Outlook for new crop fine; large acreage.—Clay Syler, Syler Bros.

Pemberton, O., Feb. 7.—Wheat looking fine; spring plowing half done.—O. J. Reeder, with L. G. Shanely.

Grant, O., Feb. 4.—Winter wheat looks fine; no snow to cover; freezing weather may change the prospect.—A. B. Shafer, agt. Sneath-Cunningham Co.

OKLAHOMA.

Gibbon, Okla., Jan. 25.—Wheat here is best ever.—T. J. Kenny, mgr. Blackwell Mlg. & Elvtr. Co.

Hopeton, Okla., Feb. 4.—Crops looking fine; promises to be big crop; large acreage sown; plant in good condition.—Ben Douglas, mgr. Hopeton Elvtr. Co.

OREGON.

Monroe, Ore., Jan. 24.—Crop conditions good; prospects for coming crop very good; fall and winter grain looking fine.—A. Wilhelm & Sons.

SOUTH DAKOTA.

Forestville, S. D., Feb. 4.—About $\frac{1}{2}$ crop last season.—P. P. Gunnison, agt. McCaull-Webster Elvtr. Co.

Pierre, S. D., Feb. 4.—Good corn crop here last year; best quality; winter light; stock doing fine.—Pierre Hay & Feed Co.

TEXAS.

Prosper, Tex., Jan. 31.—Prospects for bumper grain crop very flattering.—W. M. Baker, Baker Bros.

WASHINGTON.

Pine City, Wash., Feb. 8.—Winter wheat crop in good condition.—D. M. McCancy.

Leon sta. (Ralston p. o.), Wash., Feb. 3.—Crops look good; no snow; if it turns very cold will hurt winter grain.—F. B. Donoghue.

Hatton, Wash., Jan. 22.—Washington is experiencing a remarkably favorable season for agriculture; promises record wheat season; more than usual share of moisture has been received, penetrating a depth of 2 to 3 feet in open soil; present winter is best for years; good fall of snow with absence of severe frosts; farmers are taking advantage of mild weather to do some plowing for spring seeding. In immediate vicinity fall sown wheat is grown principally; confined almost exclusively to Jones' Red Fife, which does well, but Eluestem is sown in spring which is in great demand by millers in West. Other varieties include Forty-Fold, Club and Russian Red.—C. F. Jones, mgr. Producers Union Whse. Co.

WEST VIRGINIA.

Wheeling, W. Va., Feb. 2.—Indications point to fine crop of grain for coming season; have had an abundance of snow to keep wheat covered up; wheat doing fine.—C. F. Braunlich & Co.

WISCONSIN.

Belgium, Wis., Feb. 7.—Barley yield light and poor; oats good quality; yield good.—Nic Hubing.

Buenos Aires, Argentina, Jan. 9.—It looks as if we will have an excessive corn crop. The official estimate is about 9,000,000 tons.—Ernesto Stricker.

Markets for Grain on Track.

Altho the total receipts of corn at Chicago during January were only 6,418 cars, against 16,312 cars a year ago, the arrivals graded No. 2 mixed were 75 cars against only 19 last year and but three cars in January, 1912. This big increase in the mixed corn reflects only the different interpretation and enforcement of the grading rules by the state grain inspection department under the new regime. Shippers who have contracted white or yellow and whose consignments have made this grade in other years should now govern themselves accordingly. Many shippers already have suffered loss thru ignorance of the change in grading.

A gratifying change during January has been the gradual shrinkage in the heavy discounts taken until the first of the year. On Jan. 2 the average discount taken on No. 4 mixed was 10½ cents and on No. 4 yellow was 7¼ cents under May. When May delivery made its low point Jan. 9, the discounts on those two grades had shrunk to 7½ and 7½ cents, respectively; and on the top of the rise Jan. 29, the discount was only 6½, and on Feb. 9 only 5 to 6 cents under May. This is a response to the commercial axiom that the more we have of any article the cheaper it is, for on Jan. 3 the No. 4 yellow and mixed made up 232 cars of the 434 total received, while on Feb. 9 the No. 4 yellow and mixed made up only 79 cars out of a total of 246 received. Considerable No. 3 and some contract corn is now appearing on the daily inspection sheet at Chicago.

THE WHEAT movement at Chicago during January broke all records for many years in the number of cars of hard winter wheat received, hard making a total of 887 cars out of 1,077 of all kinds. Year ago hard winter receipts were 269 cars out of 452 for the month. Premiums for No. 2 red were 6 cents over May early in the month, and now only half as much. The heavy arrivals of hard wheat have kept that sort always at a discount under May, equal to about 1 cent at present, against 2 cents a month ago. Chicago wheat stocks decreased over one million bus. during the month, having been 5,785,000 bus. Feb. 7, against 7,114,000 bus. on Jan. 3. On the same dates the visible supply in the United States showed a good decrease, as reported by the Chicago Board of Trade, 59,349,000, against 63,743,000.

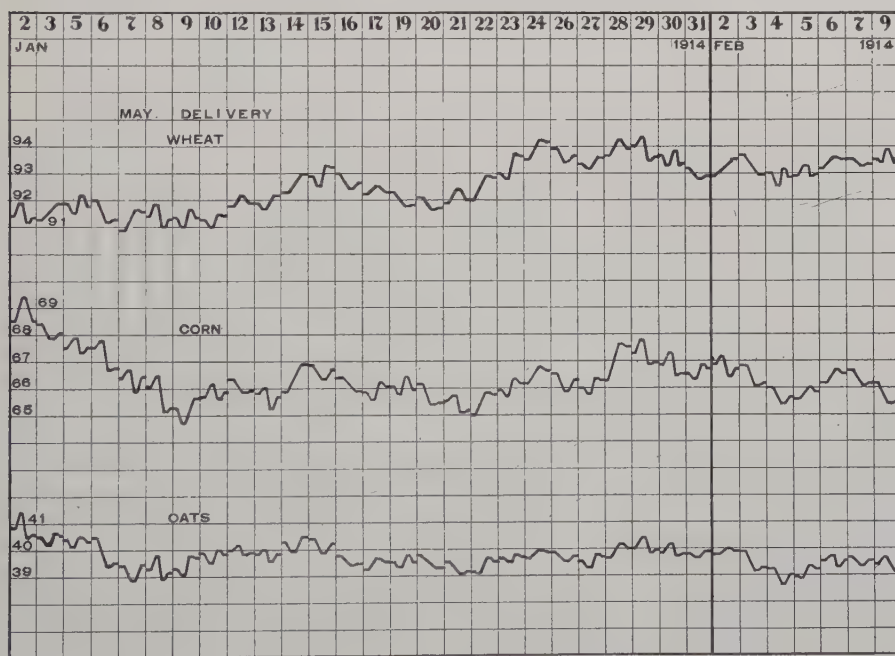
BALTIMORE'S protest against the government corn grades was delivered to the com'te on agriculture of the House of Representatives recently by T. Murray Maynadier, chairman of the corn com'te of the Baltimore Chamber of Commerce, and Samuel D. Thomas, chief grain inspector.

IN INDIA wheat is handled on an average margin of 35c compared with one-tenth as much in this country. While the antiquated methods of handling grain in India account for part of this larger margin, it is principally due to the fact that the speculator is without the protection of future trading.

THE KENYON LAW, which prohibits a railroad company from transferring from a state to a United States court any suit to recover damages for loss or delay when the amount at suit is under \$3,000 was signed by the President and became effective Jan. 20. Railroads will no longer handicap shippers who sue them in local courts by having the case transferred to a Federal court.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during January and part of February are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Jan. 26.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 3.	Feb. 4.	Feb. 5.	Feb. 6.
Chicago	93½	93½	93½	93½	93½	92½	93½	92½	92½	92½	93½	93½
Minneapolis	88½	88½	89½	88½	88½	88½	89½	89	88½	89½	89½	89½
Duluth	89½	89½	90	89½	89½	89½	90½	90	89½	90½	90½	90½
St. Louis	92½	92½	93	92½	92½	92½	92½	92½	91½	92½	92½	92½
Kansas City	87½	87½	87½	87	86½	86½	86½	86½	86½	86½	87	86½
Milwaukee	93½	93½	93½	93½	93½	92½	93½	93½	93½	92½	93½	93½
Toledo	103½	103½	103½	103½	102½	102½	102½	102½	102½	102½	102½	102½
*Baltimore	97½	98	98½	98	97½	97½	97½	97½	97½	97½	98½	98½
Winnipeg	91	91½	91½	90½	90½	90½	91	90½	90½	91½	91½	91½
Liverpool	103½	103	103½	103½	103½	102½	102½	103	102½	103½	103½	104½
†Budapest	132½	130½	130½	130½	130½	130½	130½	132	133	133½	133½	131½

MAY CORN.

	Jan. 26.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 3.	Feb. 4.	Feb. 5.	Feb. 6.
Chicago	66½	66½	67½	66½	66½	66½	66½	65½	65½	66½	66½	65½
Kansas City	68½	68½	69½	68½	67½	67½	68½	67½	67½	68½	67½	66½
St. Louis	68½	68½	69½	69	68½	68½	68½	67½	67½	68½	68½	67½
†Liverpool	64½	64½	63½	63½	64½	64½	63½	63½	63½	64½	64½	64½

*January delivery until Jan. 31; thereafter February delivery. †April. ‡March.

Grain Movement

CANADA.

St. Gregor, Sask., Jan. 22.—About 85 cars shipped from here to date; 40,000 bus. in elvtrs. now and 20,000 bus. grain still to be marketed.—H. Nelson, agt. British American Elvtr. Co.

IDAHO.

Rathdrum, Ida., Feb. 5.—Oats about 1/2 still in farmers hands; wheat, corn and alfalfa shipped in.—S. L. Farnsworth.

American Falls, Ida., Feb. 7.—Grain marketings to date amount to 90,000 bus.; 25% crop still in farmers hands. 7 years ago the entire crop amounted to 30,000 bus.—H. C. Ehrlich, mgr. American Falls Mfg. Co., Ltd.

ILLINOIS.

Oakland, Ill., Feb. 7.—Broomcorn nearly all sold.—C. L.

Riggston, Ill., Jan. 29.—Shipping in corn from Iowa.—B. F. Green, mgr. Oakes & Green.

Philadelphia, Ill., Jan. 28.—We do not expect to ship any corn; all being fed here.—Ross Bros.

Arnold, Ill., Jan. 30.—Have only shipped 4 or 5 cars corn; sold balance to feeders.—Arnold Farmers Elvtr. Co.

Dunlap, Ill., Feb. 5.—Corn movement light; about 20% of crop moved.—H. L. Matthews, mgr. Dunlap Mercantile Co.

Peterstown sta. (Mendota p. o.), Ill., Feb. 2.—Grain moving at present.—T. C. Sondergott, mgr. Farmers Elvtr. & Sply. Co.

Concord, Ill., Jan. 29.—No corn available for shipping out. Am having corn shipped in now.—Ray Crouse, agt. W. C. Franklin.

Princeton, Ill., Jan. 30.—Nothing doing; farmers bullish. This territory will ship about 1/2 usual amount grain.—W. C. Brokaw.

Virginia, Ill., Jan. 28.—Corn business is a blank this year; have not taken in a single load.—Hofstetter & Carls Lbr. & Grain Co.

Arenzville, Ill., Jan. 29.—Will probably not ship any corn; feeders taking all.—H. L. Meyer, mgr. Arenzville-Hagener Farmers Grain Co.

Literberry, Ill., Jan. 30.—Will not have over 6 cars corn to ship; feeders buying up surplus; old wheat all gone.—W. E. Murray, mgr. Farmers Elvtr. Co.

Prophetstown, Ill., Jan. 30.—No corn will be marketed; farmers who have corn will sell to neighbors; wheat all sold.—Claude E. Frary, J. E. Frary & Son.

Richland sta. (Pleasant Plains p. o.), Ill. Jan. 27.—About 40% of corn moved; farmers want more money and feeders are using most of present surplus.—W. E. Munson, mgr. Richland Farmers Elvtr. Co.

Pleasant Plains, Ill., Jan. 27.—Have shipped only few cars and shipped in one car; selling corn to feeders; probably will not ship any more corn this season.—H. H. Zimmer, mgr. P. P. Farmers Elvtr. Co.

Manito, Ill., Feb. 6.—Very little corn has been shelled in this section; unless we get better weather quality of what is to shell will be poor; upland farmers are delivering their rent corn in the ear as none have enuf to shell.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Springfield, Ill., Jan. 28.—Along the B. & O. west, there is practically no business in corn. One elvtr. has not taken in a single load. Another elvtr. has shipped five cars and shipped in one car and does not expect to ship another car this season. One dealer managed to get 20,000 bus. into his elvtr. and is selling it out to feeders. Practically every elvtr. has its doors closed. One dealer was out spading his garden to the tune of a robin's chirping.—S.

Mackinaw, Ill., Jan. 30.—Not much corn handled this winter; what we have handled is in poor condition.—Thos. Blair, mgr. Mackinaw Grain & Stock Co.

Monmouth, Ill., Feb. 2.—Some corn here but most of it will be fed; nearly all oats sold or used up; farmers using more on account of the high price of corn.—D. O. Webster, mgr. Piatt Grain Co.

INDIANA.

Morristown, Ind., Jan. 21.—Corn 30% marketed.—Mull Grain Co.

Sharpsville, Ind., Jan. 21.—Over 50% corn still in farmers hands.—J. C. Batchelor.

Alert sta. (Letts p. o.), Ind., Jan. 31.—No corn being shipped; wheat nearly all sold.—Sam Kelly, mgr. H. Griffith.

Kokomo, Ind., Feb. 7.—Most of my correspondents report that farmers are holding their grain for more money; 24 correspondents predict that the corn movement in February will be up to the average, 39 predict that it will not. Fifty-six elevator owners report that they have little grain in their houses; one firm reports 50,000 bus.; two, 15,000 bus.; one, 14,000 bus.; and the others from 5,000 to 10,000 bus. Percentages of 1913 crops still in farmers hands in northern Indiana are: wheat 18%, corn 45%, and oats 24%.—Owen A. Dutchess.

IOWA.

Farnhamville, Ia., Feb. 7.—Considerable grain will be moved during next 10 days.—D. W. Ault, mgr. Farmers Elvtr. Co.

Bagley, Ia., Feb. 3.—Not much December movement; Argentine corn affecting prices considerably in this part of country.—P. Dennis.

Inwood, Ia., Feb. 4.—Farmers are becoming reconciled to present prices and selling corn more freely last few days; about 40% still to be marketed.—G. A. Lyon.

Liscomb, Ia., Jan. 27.—Farmers have sold freely owing to attractive prices; it looks like very much less grain than usual will be carried into summer.—B. F. Vorhes.

Palo, Ia., Feb. 9.—Only shipped 20 cars new corn; farmers want more money and yield so short that surplus is small.—J. M. Hayes, mgr. Palo L. S., Grain & Lbr. Co.

Anthony, Ia., Jan. 26.—High price of corn earlier brot in thousands of bus. from men who did not want to risk it in stock.—D. M. McKenzie, agt. Western Elvtr. Co.

KANSAS.

Garfield, Kan., Jan. 28.—Old wheat crop all marketed.—Garfield Co-op. Co.

Cheney, Kan., Feb. 4.—Corn and oats being shipped in.—Cheney Grain & Elvtr. Co.

Muscotah, Kan., Jan. 28.—Wheat prices little better; farmers shipping out.—W. R. Miller, Farmers Elvtr. Co.

Horton, Kan., Feb. 6.—Shipping in all corn from Iowa to get thru winter and make another crop.—W. T. Graham, mgr. C. E. Sheldon.

Brenham sta. (Greensburg p. o.), Kan., Feb. 4.—From 6,000 to 7,000 bus. wheat in this territory still.—S. L. Gamble, mgr. Brenham Equity Exchange.

KENTUCKY.

Henderson, Ky., Jan. 31.—Corn crop nearly all sold.—T. B. Crowley, Henderson Elvtr. Co.

MARYLAND.

Rising Sun, Md., Feb. 5.—Wheat about all moved.—Duyckinck, Sterrett & Co.

MICHIGAN.

Pentwater, Mich., Feb. 3.—Very little grain moving.—Sands & Maxwell L. Co.

MINNESOTA.

Duluth grain receipts have fallen off sharply and it is becoming increasingly evident that farmers deliveries have practically ceased. Current movement is generally at the expense of country elevators. Trade is anticipating an extremely light movement from now on up to the next crop. The cash grain market is in a rather quiet state owing to the limited offerings.—Chas. F. McDonald, sec'y Board of Trade.

MONTANA.

Arrow Creek sta. (Stanford p. o.), Mont., Jan. 27.—Little grain coming in; weather has been bad and farmers have hauled nearly all grain.—J. G. Hanson, agt. Montana Elvtr. Co.

NEBRASKA.

Norman, Neb., Jan. 23.—Shipping in corn and oats for feed.—E. O. McKibben, mgr. Farmers Business Ass'n.

Butte, Neb., Feb. 4.—Little grain being shipped out; ranchers using the surplus which a few have.—Carey G. Williams.

Mt. Clare, Neb., Jan. 24.—Have shipped 45 cars wheat out and 5 cars corn in since June 26.—Harry Heintz, mgr. Farmers Union Elvtr. Co.

Ansley, Neb., Feb. 5.—No grain being shipped from here but have plenty for home consumption.—B. F. Crouch, mgr. Farmers Grain & L. S. Shipping Ass'n.

NORTH DAKOTA.

Douglas, N. D., Dec. 6.—Grain 90 to 95% marketed so far.—J. D. Franklin, agt. Dodge Elvtr. Co.

Hampden, N. D., Feb. 5.—Crop 90% marketed.—W. E. Pickley, agt. Winter-Truesdell-Ames Co.

Olanta sta. (Golden Valley p. o.), N. D., Jan. 24.—Grain moving pretty lively yet.—Chas. E. Mutschbo, agt. Occident Elvtr. Co.

OHIO.

Pemberton, O., Feb. 7.—Corn and oats moving slowly.—O. J. Reeder.

Duvall, O., Feb. 5.—Not much grain moving here or at Ashville.—E. O. Teegardin.

Ankenytown, O., Feb. 7.—Large percent of wheat in farmers hands; looking to higher markets before moving. No corn shipped from here, being fed by producers, who are large raisers of hogs.—Syler Brothers.

SOUTH DAKOTA.

Tripp, S. D., Jan. 22.—Grain moving slowly; do not look for any rush until May.—F. H. Hirsch.

Webster, S. D., Jan. 28.—About 800,000 bus. grain marketed since August 1, 1913; 10% of 1913 crop still to come to market.—F. C. Wendt, agt. Pacific Elvtr. Co.

TEXAS.

Celeste, Tex., Feb. 1.—Not much grain handled at this place.—N. B. Harrell.

WASHINGTON.

Lamont, Wash., Feb. 3.—Estimate 3,000,000 bus. grain marketed here in 1913.—R. L. Albertson, agt. Northern Grain & Warehouse Co.

WISCONSIN.

Blackcreek, Wis., Feb. 4.—Barley nearly all sold; oats mostly fed.—F. J. Weisenberger, agt. Cargill Elvtr. Co.

Belgium, Wis., Feb. 7.—Barley about 40% marketed; farmers will not sell oats at present prices; holding for 40c per bu. or they will feed same and buy less gluten feed and bran.—Nic Hubing.

Argentina recently shipped a cargo of oats to Galveston. On account of the lack of freight the oats were taken as ballast.

Exports of Breadstuffs.

Exports of breadstuffs from the United States during December, 1913, compared with December, 1912, and during the year 1913, compared with 1912, according to O. P. Austin of the Bureau of Statistics, were, in bushels, as follows:

	Dec., 1913.	Dec., 1912.	1913.	1912.
Wheat ..	5,724,027	9,484,120	99,360,278	60,426,494
Corn ..	749,124	3,170,410	44,709,954	30,185,713
Oats ...	30,798	5,605,836	5,202,717	30,113,868
Rye	11,219	102,346	1,978,717	473,910
Barley ..	360,378	2,630,715	12,621,630	8,098,240
Totals..	6,875,546	20,993,427	163,873,296	129,298,234

The total value of all exports of breadstuffs exported during December was \$11,149,494, compared with \$20,075,466 exported in December, 1912. The value of breadstuffs exported during 1913 was \$191,477,180; compared with \$149,814,877 in 1912.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Southern-134980 was set out at Pemberton, O., Feb. 7, on account of hot box. Car was in bad condition, 2 door posts being broken on side, and leaking at end and side. Repaired best I could. Agent advised me it had been shipped from west of Indianapolis.—O. J. Reeder, with L. G. Shanely.

I. C. 25102 passed thru Colfax, Ill., Feb. 6, leaking at side.—John J. Williams, J. R. Williams & Son.

C. & N. W. 74268 was set out at Emerson, Neb., and transferred Feb. 5, one side post being broken off and yellow corn ran out.—L. A. Olmsted, agt. Oscar Bring.

Wabash 66068 passed thru Brenham sta. (Greensburg p. o.), Kan., Feb. 4, leaking wheat at end and side.—S. L. Gamble.

Frisco 60393 passed thru Bison, Okla., Jan. 27, leaking wheat badly at door.—Carl A. Lovell, agt. El Reno Mill & Elevtr. Co.

C. & E. I. 105 passed thru Lochiel, Ind., Jan. 26, southbound, leaking yellow shelled corn at side.—Joe A. Stone, mgr. Lochiel Farmers Elevtr. Co.

I. C. 48868 was transferred at Onawa, Ia., Jan. 21, from I. C. to C. & N. W. enroute to Council Bluffs, leaking corn at door.—A. W. Kinsley, mgr. J. A. Gray.

Barley Movement in January.

The movement of barley in and out of the various markets during January, 1914 and 1913, in bushels, was as follows:

	RECEIPTS.		SHIPMENTS.	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Chicago	2,437,000	3,685,000	676,000	1,403,000
Minneapolis	2,015,370	3,492,780	2,008,010	4,597,750
Milwaukee	1,689,400	2,345,200	529,091	729,723
San Francisco	225,542	557,917	*	*
St. Louis	225,540	225,600	27,720	13,450
Duluth	119,286	474,017	50,829	421,208
Cincinnati	85,055	95,832	146	58,004
Omaha	58,800	43,400	6,000	31,000
Kansas City	32,300	9,800	2,800	11,200
Detroit	6,000	3,000	.....	60,000
Toledo	4,000	1,000	.....	.....
Baltimore	1,849	8,639	.....	.....
Totals	6,903,442	10,942,185	3,300,596	7,325,335

*Figures not available.

Flaxseed Movement in January.

Receipts and shipments of flaxseed at the various markets during January, 1914 and 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Minneapolis	711,480	1,450,480	54,300	296,580
Duluth	449,862	1,363,663	65,037	389,994
Milwaukee	58,800	96,000	.....	.....
Chicago	46,000	71,000	1,000	4,000
Kansas City	1,000	.....	.....	.....
St. Louis	.....	5,000	.....	.....
Cincinnati	77	104	16	118
Totals	1,267,219	2,986,247	120,353	690,692

*Figures not available.

Corn Movement, January.

The receipts and shipments of corn at the various markets during January, 1914, 1913, and 1912, as reported by their respective grain exchanges, were, in bushels, as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Omaha	5,142,000	3,630,000	2,467,200	4,985,200
Kansas City	4,716,250	1,981,250	3,056,250	2,283,750
Chicago	8,774,000	21,937,000	12,904,350	4,778,000
Peoria	.....	2,820,267	2,846,535	.....
Indianapolis	1,700,000	1,837,000	.....	556,000
Cincinnati	940,839	805,652	1,284,168	389,825
St. Louis	2,056,800	2,526,000	1,152,220	1,705,680
Baltimore	428,800	5,547,727	3,745,438	147,756
Totals	23,758,689	41,084,896	31,057,141	14,287,751

*Figures not available.

Imports and Exports of Grain.

Imports and exports of grain, also the exports of foreign grain imported into this country, during the month of November, 1913, compared with November, 1912, also for the first eleven months of 1913 and 1912, as reported by O. P. Austin of the Bureau of Statistics, were in bushels, as follows:

	November—		—Eleven Months—	
	1913.	1912.	1913.	1912.
Corn	1,632,643	25,819	2,661,884	912,811
Oats	5,132,308	4,266	7,730,925	3,254,195
*Rice	21,699,389	11,322,287	220,424,424	189,820,953
Wheat	127,039	2,187	634,177	2,197,453
Beans	106,918	103,663	784,400	1,106,465
Dr. Peas	104,692	64,730	576,619	983,419

	EXPORTS.	
	1913.	1912.
Corn	444,173	1,102,496
Oats	22,454	7,375,943
*Rice	768,889	3,987,996
Wheat	3,851,492	10,584,168
Barley	603,778	2,494,460
Rye	61,651	119,794
B. wheat	162	74
Beans & Peas	34,566	44,133
Totals	5,513,962	27,705,830

	EXPORTS OF FOREIGN GRAIN.	
	1913.	1912.
Corn	4,956	21,584
Oats	250	7,750
*Rice	633,727	1,296,853
Wheat	53,000	28,750
Beans	2,902	2,842
Dr. Peas	11,050	61,901
Totals	647,300	1,310,937

*In pounds. Includes cleaned and uncleaned rice, rice flour, rice meal, rice bran and polish, and broken rice.

Wheat Movement, January.

Wheat movement thru the various markets during January, 1914 and 1913, was in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Mnpls	3,681,020	1,023,000	2,308,010	3,711,104
Duluth	2,170,822	6,611,298	524,560	1,354,754
Chicago	2,059,000	3,356,000	2,692,000	2,650,000
St. Louis	1,964,730	3,410,400	2,039,730	2,889,280
Kan. City	1,572,000	2,652,200	1,440,000	2,120,400
Omaha	1,364,400	1,573,200	1,236,000	1,128,000
Wichita	1,089,200	1,066,800	652,000	712,800
B'tim're	1,058,398	2,219,626	2,639,387	2,757,782
New Or.	*	*	764,975	1,305,006
Milwaukee	566,950	833,600	364,763	603,185
San Fran.	521,165	425,900	.....	*
Toledo	310,000	203,000	135,700	330,500
Cincinnati	214,176	321,049	127,800	111,658
Detroit	68,000	146,000	7,000	285,000
Totals	21,661,461	23,842,073	14,779,925	19,959,485

*Figures not available. †Exported.

Oats Movement, January.

Receipts and shipments of oats at the various markets during January, 1914 and 1913, in bushels were as follows:

	RECEIPTS.		SHIPMENTS.	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Chicago	8,109,000	11,327,000	8,385,000	9,124,000
St. Louis	2,705,700	2,395,300	2,209,830	2,107,800
Mnpls.	1,435,380	1,677,380	2,732,300	1,580,280
Milwaukee	1,373,400	961,200	1,457,739	1,204,252
Omaha	1,135,600	1,628,300	1,839,000	1,513,500
Kan. City	918,000	793,900	1,353,200	583,300
Cincinnati	436,850	854,315	319,434	524,025
Duluth	383,890	264,873	76,974	424,881
Baltimore	277,160	1,363,127	170	742,004
Detroit	191,000	269,000	34,000	5,500
Toledo	107,100	408,600	156,700	258,600
San Fran.	90,250	128,700	.....	*
Wichita	64,500	4,000	37,800	2,000
New Or.	*	*	770	157,900
Totals	17,227,849	21,935,695	18,601,917	18,128,132

*Figures not available. †Exported.

WE CONSIDER your estimable publication an essential adjunct to our business.—John J. Williams, J. B. Williams & Son, Colfax, Ill.

Rye Movement, January.

Receipts and shipments of rye at the various markets during January, 1914 and 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Chicago	313,000	276,000	148,000	190,000
Minneapolis	282,970	411,320	224,520	286,200
Milwaukee	243,100	267,300	291,765	353,953
Baltimore	213,158	183,319	51,429	25,714
Cincinnati	49,528	46,332	15,002	12,296
St. Louis	25,400	17,600	10,880	23,250
Omaha	16,500	40,700	7,000	9,000
Detroit	15,000	2,000	10,000	9,200
Duluth	14,368	28,969	5,744	56,990
Kan. City	6,600	19,800	4,400	2,200
Toledo	.....	2,000	4,200	.....
Totals	1,179,624	1,295,340	772,940	968,803

Shipper Not Required to Furnish Inspection Certificate.

The Supreme Court of Oregon on Dec. 30, 1913, reversed the decision of the circuit court of Multnomah County in the suit by Barnard & Bunker against M. Houser to recover \$450 damages for failure to furnish the official certificate of inspection of the Portland Chamber of Commerce on a contract as follows:

"That on Nov. 7, 1911, plaintiff contracted and agreed with defendant to buy of him, and the defendant contracted to sell to the plaintiff, 150 tons of No. 1 feed barley, Portland Standard, at the price of \$1.65 per hundred pounds, and at said time defendant further contracted and agreed to deliver said barley f. o. b. steamer at the city of Portland, Ore., for shipment between Nov. 15, 1911, and Dec. 15, 1911."

Mr. Houser showed that the greater part of the grain marketed at Portland, Ore., was sold without any certificate whatever, and plaintiff failed to show that Houser knew of any such custom. The lower court gave Barnard & Bunker judgment for \$300, and on appeal the Supreme Court granted Houser a reversal, holding: "Custom is used in evidence only as a means of interpretation of a contract, and not for the purpose of importing into it new terms. Holmes v. Whitaker, 23 Or. 319, 31 Pac. 705; Savage v. Salem Mills Co., 48 Or. 1, 85 Pac. 69, 10 Ann. Cas 1065.

"The contract pleaded was merely an executory one for the sale of the commodity named. It denotes that the tender of payment must be made contemporaneously with the delivery of the goods. Payment and delivery in such contracts are dependent covenants.

"It does not imply that the seller shall do the further act of furnishing a certificate of the quality of the goods. Having alleged that the plaintiff agreed to buy and the defendant agreed to sell the grain in question, it would be a contradiction of that express contract if custom could be relied upon to dispute its plain terms of payment and say that, altho, one has agreed to buy and the other to sell, yet custom will eliminate the feature of mutual dependent covenants and make them successive."—137 Pac. Rep. 227.

I COULD not get along without the Grain Dealers Journal.—H. G. Pollock, Middle Point, O.

Why did they protect the farmers' oats crop with 6 cents duty and not his corn crop. His oats crop is not 1/3 the value of his corn crop. And there are 100,000,000 bus. of oats used for human food! We are glad they did not blunder into free oats, for we have paid tribute to Canada to the tune of \$10,000,000 or \$12,000,000 of our good money, yet would it have been less of a blunder than the free corn folly?—James Simpson, New York.

BACK UP.

BY C. A. DRYER.

It is sometimes well to stop a minute in the wild rush for more land to raise more bushels of LARGE corn to buy more land, etc.

The pace has been rapid. The constant cry of the high cost of living; education and breeding up for LARGER ears of corn has resulted in no end of worry, trouble and financial loss not only to receivers and country shippers, but the farmers as well.

Corn grown ten or fifteen years ago was in most cases good enough to ship to any climate in any direction. It was a smaller variety, matured earlier, and the yield of shelled corn equalled that of today.

Breeders of corn have tried to change nature—in other words, induce nature to mature a variety of corn that required 150 days to become sound. The average time of planting in central Illinois is May 15th, and the corn should be fully dented by Sept. 15th, which is 120 days at the outside.

Isn't it time to try to see how *good a quality* of corn can be raised, not how large or perfect an ear?

Raise corn. Don't raise a 2-inch cob and a 16-foot stalk when a cob one inch in diameter and a stalk eight feet high will produce just as much shelled corn per acre.

It is time to stop and prepare for a new start. Get an earlier variety of corn, one that will mature in 90 to 100 days; plant it just a little thicker and you will raise as much and BETTER corn.

The corn breeders have been so persistent in trying to produce a LARGE and PERFECT ear that they overlooked its QUALITY. What is the result? So much soft, unmatured and damp corn the Government has been forced to take a hand in the grading and establish new rules, in which the percentage of water is the determining factor. Leave the water on the farm.

Did it ever occur to you that a farmer can haul 5 bushels more per load (3,100 pounds) of 16% moisture corn than the same weight load of corn containing 25% water? Leave the water on the farm. Save the expense of hauling and cost of transporting the water to some distant market.

It is cheaper to get a variety of early maturing seed corn than it is to buy fer-

tilizers to try to mature the 150-day corn.

Listen! Two crops of 150-day corn takes as much from the soil as three crops of 90-day corn.

Plant 90-day corn and leave the water on the farm.

A Spectacular Fire at Brewster, Minn.

The new elevator of the Farmers Elevator Co., Brewster, Minn., burned the night of Jan. 29. The house contained between 30,000 and 35,000 bus. of grain at the time, mostly oats, and was insured for \$7,000 on the building and \$5,000 on the grain.

The Farmers Elevator Co. operates two plants. The one which burned is the house in the foreground in the photograph reproduced herewith. This house was completed Aug. 15 of last year. The old house, which shows up in the background, was saved by throwing water on it from a telegraf pole. A photograph of the burning building, taken at midnight, is also shown.

A. C. Severson is manager of the company. The burned plant will be replaced by a concrete house.

Government Misleads in Valuing Crops.

Our government has a way of its own in computing the value of our soil products. It is wrong, but it goes. It multiplies the estimated total bushels raised by the average market price. With this method of figuring the bounty of Nature, the government proves that this year's crop, nearly 700,000,000 bus. less than last, is worth millions more in money. In other words, the way to enrich the country is to have drouth, blight and pestilence.

The method of the Department of Agriculture in arriving at the estimated value of the corn crop is not only crude but radically wrong and very misleading. The Department's lights are dim, and it cannot see the way.—James Simpson, New York.

THE PORTUGUESE Government on Dec. 31 issued a decree authorizing the importation between Jan. 15 and Mar. 31 of 40,000 tons of wheat at a duty of 17 reis per kilogramme, equivalent to 46.4c per bu.

CORN COBS FOR GAS PURIFICATION.

A profitable disposition of the millions of corn cobs going to waste every year is possible by their use in the purification of illuminating gas.

Lime is now used to purify gas and has been so used for years. Iron oxide has been taking the place of lime and requires mixing with shavings, sawdust, ground cork or ground corn cobs. Gas was made from bituminous coal in the early days of the gas industry, and contained much sulfur, compelling the use of much purifying material. Crude oil, containing little sulfur, has been used to manufacture gas for many years, but more recently on account of the high price of oil, the gas plants are going back to the use of coal, and if this change becomes general there will arise a large demand for purifying material.

The raw gas contains 1 to 2 per cent, 630 to 1,260 grains, of sulphuretted hydrogen, H_2S , per 100 cubic feet; and 20 to 50 grains of other sulfur compounds per 100 cubic feet. Every trace of sulphuretted hydrogen must be removed, or the gas is unfit for consumption. If remaining in the gas the sulfur burns to sulfurous oxide, a compound very disagreeable to breathe.

The gas purifiers are square or rectangular boxes of cast iron about 5 ft. square, with wrought iron or steel covers. The purifying material is placed on wooden sieves in the boxes, and the gas enters at the bottom of the box, percolates up thru the purifying material and passes out thru a pipe at the top.

The corn cobs do not purify the gas directly. They act as a medium to hold the iron oxide. The sulfur in the gas combines chemically with the iron of the oxide to form iron sulfid, and is taken out of the purifiers as a dense black substance. This is spread out on a floor and exposed to the air, changing to its original reddish color. Having been thus revived, it is then put back into the purifier boxes and used over again. After having been used 12 or 13 times the oxide becomes contaminated with oil and tar and fresh corn cob and oxide must be used. The exposure of the iron sulfid to air causes the sulfur to be deposited in the free state in the mass, allowing its recovery and sale. One ton of artificial oxide will purify the gas made from



The Two Elevators of the Farmers Elevator Co., Brewster, Minn., Before the Fire.



The New Elevator of the Farmers Elevator Co., Brewster, Minn., Burning Jan. 20.

200 to 220 tons of coal. After having been used again and again it will accumulate 45 to 50 per cent of sulfur and weigh about 3,500 lbs.

PROCESS OF MANUFACTURE.—To manufacture the oxide of iron gas purifying material, take clean, gray iron borings, free from steel, brass and other metals; put in a trough like those used for mixing cement concrete, and add to every 500 lbs. of the borings about 20 lbs. of crystal rock salt, and wet down by throwing on buckets of water, after the manner of slacking lime. The mixture should be turned with a fork and again wet daily, all lumps and hard particles being broken up, sifted or thrown aside, until oxidation is complete. It may then

The advantages of corn cobs over pine shavings is that owing to their spongy nature they do not become soggy, cake or pulverize, or become compressed, as do other materials, thereby greatly relieving the back pressure in the purifying boxes. Its back pressure is only about one-third that of shavings. Fifty per cent more oxide can be mixed with ground cobs than with either sawdust or shavings, thereby increasing the purifying capacity of the gas works 50 per cent. Cobs can be obtained as waste and tho the initial cost is somewhat greater than sawdust or shavings, this is offset by its other advantages.

The corn cobs will wear as long as the iron oxide, the rough cob holding the fine

special effort to supply gas plants with this product. Country grain shippers in the corn belt, having a machine shop in their neighborhood, are in position to work up both these wastes to advantage.

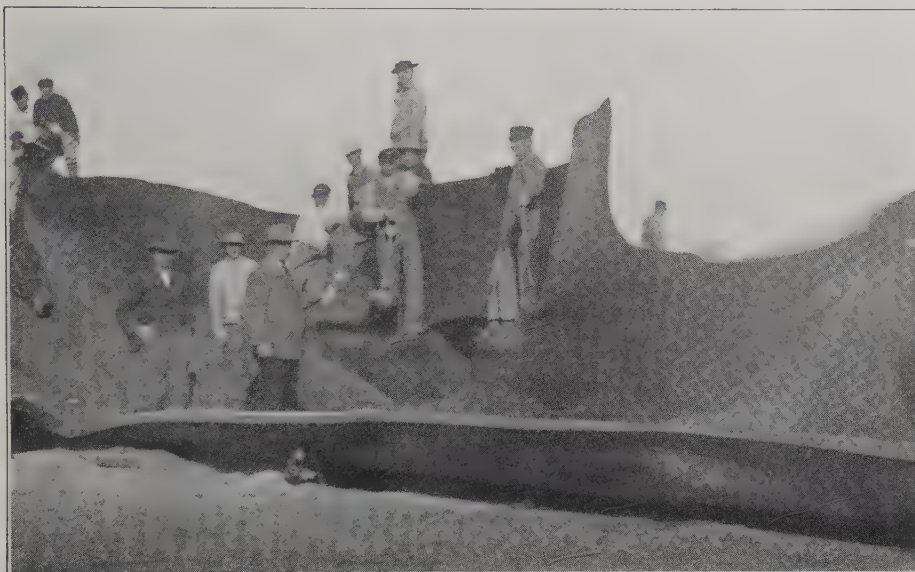
STEEL TANK COLLAPSED by Heat.

Steel tanks, which at one time were quite popular with millers and grain dealers for grain storage, do not always protect grain against fire. The steel tank of the Stafford County Flour Mills Co., Hudson, Kan., was wrecked Oct. 15 by the heat of the fire which destroyed the company's mill and elevator. The tank was 24 ft. away from the nearest wall of the frame elevator; but a strong northeast wind blew the flames in the direction of the tank. The lower plates became heated and the tank fell, splitting in two and turning partly around.

The tank was 35 ft. in diameter and 39 ft. high. It was strongly built and erected on a good concrete foundation, which came out of the accident practically uninjured. The tank was filled with grain at the time.

After the fire a locomotive and a traction engine pulled one-half of the lower part out of the way. The grain was sold for salvage, about 5,700 bus. being recovered; and the tank was sold for scrap altho at first it was feared that it could not be disposed of, so completely was it wrecked.

The fire was caused by sparks leaking thru a large crack in the brick arch of one of the boilers. The crack was unnoticed because the place was inaccessible to inspectors. Two views of the wrecked tank are reproduced herewith.



A Section of the Collapsed Steel Tank, Stafford County Milling Co., Hudson, Kan.

be mixed with the clean ground corn cobs at the rate of about 80 lbs. of the oxide of iron to a bushel of the mixture.

Another method is to mix clean, fine cast iron borings with sal ammoniac in proportion of 20 lbs. of iron to one ounce of sal ammoniac, distribute on floor in a layer of 6 inches and allow it to rest for at least three weeks, turning and wetting the borings every few days. Mix with ground corn cobs, previously wetted, to make the material weigh about 50 lbs. to the cubic foot.

A third method is to mix ground cob with lime, about 4 barrels of cob to one of slacked lime. Pour copperas dissolved by steam over the mixture, using about 9 lbs. of copperas per barrel of cob. Dissolve one pound of sal ammoniac in water and mix with 20 lbs. of iron borings. Then mix the corn cobs and lime with the borings.

A fourth method is to spread the corn cobs in a layer of about 18 inches, cover with about three inches of previously rusted cast iron borings, sprinkle with salt water and mix thoroly, turning over every day for about one week.

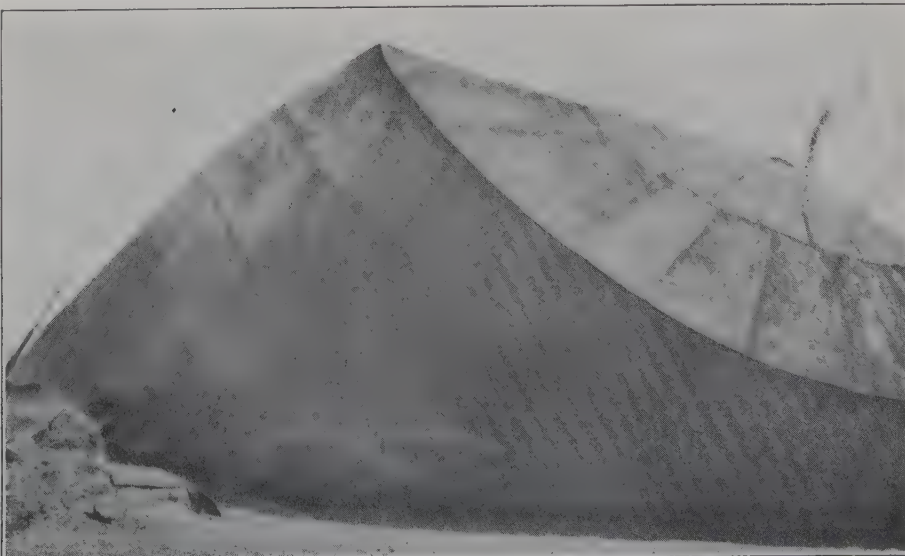
Before use the iron borings may be tested by passing thru a screen with a mesh not greater than $\frac{1}{8}$ inch. Borings obtainable from the average machine shop are coated with lard oil or other grease used for the lubrication of the cutting tool. This oily coating hinders oxidation, but can be in a degree overcome by the mixture with the borings of unslacked lime before their wetting with water or brine.

particles of iron. Cobs effect a saving of labor as the purifying boxes do not require removal or emptying as frequently as with shavings.

As there are more than 1,000 gas companies in North America, the use of cobs for this purpose will consume a great aggregate quantity of the now comparatively worthless cobs. So far as known, only one grain elevator firm is making a

THE FIRST shipment of Argentine corn to reach Philadelphia was received Jan. 22 from Buenos Ayres by E. E. Delp & Co.

RIGHT now we are of the opinion that short sales of May corn may be found to be ill advised, as Argentine corn will not be available until July, and farmers may not have as much corn to sell as the bears think they have. We see a possibility of a big premium for May corn over July and September.—Adolph Kempner Co.



Exterior View of the Collapsed Tank, Stafford County Milling Co., Hudson, Kan.

Title Retained by Shipper Who Parts with B/L.

The Kansas City Court of Appeals has recently reversed the decision of the Circuit Court of Mercer County in the suit of S. C. Boyd against the Bank of Mercer County to recover the value of a car of corn owned by Boyd but sold by the bank under a B/L given it by the Farmers Elevator & Supply Co., which had no right to the B/L.

Boyd bot corn of farmers at Cainsville, Mo., loaded the grain into cars there and after taking a B/L in the name of the Elevator & Supply Co. would mail the B/L with statement of weights to the Elevator & Supply Co., 12 miles distant, at Princeton. The practice was that the Elevator & Supply Co. would send him a check for the purchase price on receipt of the B/L and weights.

The shipment in question was made June 25, 1912, destination St. Louis. On receipt of the B/L the Elevator & Supply Co. failed to send Boyd the check for the price. It took the B/L with a sight draft attached on a firm at St. Louis to the defendant, Bank of Mercer County, indorsed it to the bank, and received credit on the books of the bank.

The bank stopped payment of the draft, had the corn sold on its arrival at St. Louis and received the proceeds. The Elevator & Supply Co. was wholly insolvent. The bank paid out no money on the B/L or the credit therefor.

Commonly the holder of a B/L is the owner of the goods and holds title against the shipper; but in this case the decision was made on the fact that the sale by Boyd was for cash. As the sale was for cash Boyd did not lose his title until he received the cash, and the rule that the negotiation of the B/L will transfer the title to a purchaser for value without notice, even when the seller himself has no title, is set aside in this case because the bank had not paid anything to the Elevator & Supply Co. for the B/L. —160 S. W. Rep. 587.

THE LIVERPOOL GRAIN EXCHANGE as Seen by an American.

The Liverpool Grain Exchange looks small to Joseph Wild of E. W. Wagner & Co. Mr. Wild has just returned from a trip thru Europe and gives his impressions of the countries he has visited in a pamphlet entitled "Impressions of World Prosperity." About the Liverpool exchange Mr. Wild has the following to say:

The small size of the Liverpool Grain Exchange is adequate for a grain-consuming nation. About 100 traders mingle on the floor and cluster about a round rail of about 10 ft. diameter. The exchange floor is a continuation of the reading room, in which comfortable lounges are scattered. The exchange is large enuf, however, for an enormous business.

The service of news buros on the American plan appears unknown. There are no broad tape news tickers, only a small one-inch news ticker. Broomhall is the great news vendor. Liverpool houses depend largely on private cables from North America and other sections. A more explicit system of news would seem desirable. The cablegrams from India and Argentina appear just as painfully curt in Liverpool as in Chicago. In addition, the Liverpool man struggles with the abbreviated Chicago news cables.

Liverpool grain houses present much the same appearance as Chicago houses. While the pace on the exchange floor

seems slower, the attention given to news, market opinions and market situation changes is equally as voracious as in Chicago.

American data and statistics are followed to the last shred and each grain visitor from the United States is bombarded by a series of queries which force him to hustle if he is to display a knowledge of the various grain situations. Liverpool must know quickly what Chicago does and knows. Frequent mention of "Chicago says" on the lips of attendants enhances the importance of Chicago, which is the world center for grain.

FINLAND will charge a duty equivalent to 39c per 100 lbs. on rye, barley, oats, wheat, peas, and other grains, and 59c per 100 lbs. on flour and grits, if the tariff bill recently presented at the Russian duma is passed and approved. The Russian Ministry of Commerce and Industry has also prepared a bill placing a duty of 30 kopecks per pood (43c per 100 lbs.) on peas, beans and all grains except rice, imported into Russia proper.

ARGENTINE corn is small, very hard, and cannot be fed to stock without first being ground into chop. It is not suitable for corn meal, nor for table use. The kernels are small and, except for the color, resemble popcorn. On the other hand, it has good keeping qualities, an important point when the long ocean voyage across the equator is considered. The Corn Products Refining Co. has found it more valuable for the manufacture of corn products. As a result the company is using large quantities of Argentine corn at its New Jersey plant for the manufacture of its products to be exported.

A MODEL ILLINOIS COUNTRY Elevator.

L. J. Kaiser recently began taking grain in his new 60,000-bu. cribbed elevator at Maroa, Ill., on the Illinois Central Railroad.

The elevator proper is a building 32 by 48 ft. It is 56 ft. high to plate and 86 ft. to peak of roof. The foundation is of concrete 12 ft. high and 36 in. wide at base. The cement basement is 24 by 32 ft. and protected from moisture by three coats of waterproofing.

Attached to the elevator is a studded corn crib annex 24 by 28 ft. and 56 ft. to plate. This building is provided with special ventilation; and while intended for ear corn only, the bins are wire-screened so that they can be filled with oats.

The elevator is covered with galvanized iron siding and roofed with asphalt composition roofing. The elevator has nine storage bins and the annex, four bins, all hopper-bottomed.

The machinery equipment of this plant includes two elevator legs, one with 7x7x12 in. and the other with 7x7x18 in. buckets, on Rexall Belting, with 48 in. head pulleys and a combined elevating capacity of 6,500 bus. per hour.

Located in the basement is a large capacity sheller. In the cupola is a Western Gyrating Cleaner. The grain is distributed by three Western Ball-bearing Distributors operated from the working floor. All of the spouting is of heavy steel. The car-loading spout is 8 in. in diameter and 110 ft. long and is capable of loading the largest car in twenty minutes. On the working floor is a large Richardson Automatic Scale. A man-lift affords easy access to all floors.



L. J. Kaiser's 60,000-bu. Elevator at Maroa, Ill.
(See facing page)

Power is provided by a 25 h.p. Fairbanks-Morse Oil Engine located in the brick engine house near the elevator, and is transmitted to the elevator driving shaft by means of a direct-connected 3-strand rope drive.

The office building is a neat one-story brick structure 16 by 32 ft. The wagon scale adjoining has a platform 8 by 14 ft. The office is equipped with all modern office devices to permit of easy and accurate records being kept.

L. J. Kaiser was previously in the grain business at Oakland, Ill. He sold out on Apr. 15, 1913; and when the Shellenbarger Elevator Co.'s house at Maroa burned last June, he purchased the site. He awarded the contract for his elevator to the Decatur Construction Co. Work was started June 16, and the plant was completed Nov. 17, 1913.

In building the plant, no expense was spared to make it capable of quick and economical operation. The cob and dust house are located over the driveway with an outside discharge operated by an automatic device. The plant is lighted by electricity, and has city water connections on every floor. As a consequence, the elevator has been insured under the \$1 rate.

An Illinois Central official stated that this elevator is one of the best country houses on his system. Mr. Kaiser is to be congratulated upon his new plant. It is one that he can well be proud of, and his yearly balance sheets should, unless all calculations are awry, demonstrate his wisdom in building as thoroly as he has done. In this day of rapidly dimin-

ishing margins, the grain man can ill-afford to waste money in poorly designed and poorly constructed houses. Success in the future will require, in addition to good business ability, the possession of a house that will permit the handling of grain at the lowest possible unit cost.

A fotograf plan and sectional views of L. J. Kaiser's elevator are given herewith.

CORN visible is large at 15,692,000 bus., as compared with 9,290,000 bus. a year ago. We have in store at Chicago over 8,000,000 bus. of corn for which there is no outlet and little immediate prospect of one. Bulls pin their faith primarily to the holding tendency of the farmer and believe that this will continue long enough to permit of a revival in cash demand. They point to light country elevator stocks, the large number of cattle, hogs and sheep on farms as disclosed by this week's Government report and they quote the fancy prices being paid for cash corn by the southwestern markets. They say that Argentine old corn is exhausted and in the 90 days interim between the old and new crop of that country, expect prices in this country to reach new high levels. They hope for export sales as well. They admit burdensome local stocks, but call attention to the fact that the bulk of this corn is owned by a gentleman who is a bull at heart and whose successful campaigns have always been waged in favor of higher prices. They expect him to openly espouse their cause when the time is opportune.—Finley Barrell & Co.

Would Abolish the Middleman.

In blindly groping to grasp one another's hands the consumers and producers give many ludicrous exhibitions of their lack of knowledge of the forces controlling distribution. One of the most extravagant propositions is contained in the bill introduced in the Senate Jan. 17 as S. 4046 by Senator Borah of Idaho, by request, for "The establishment, operation, management and control of an agricultural capital or central clearing house for the scientific marketing and distribution of agricultural products."

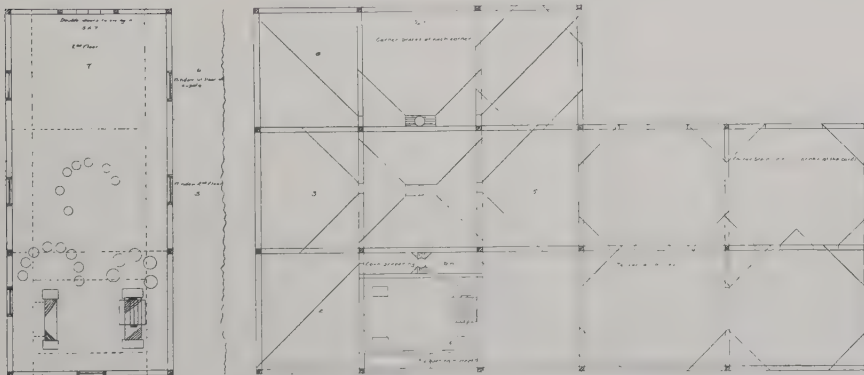
Fifty agricultural producers in any one county may form a "County Products Ass'n"; and when 300 of these county ass'ns have been formed they shall constitute the "National Products Ass'n" of the United States. The distribution of the products will be conducted by a board of 15 directors each receiving a salary of \$12,000.00. The "National Products Ass'n" is empowered to "act as a national clearing house for receiving, grading, sorting, standardizing, packing and distributing of any and all agricultural products from all county products ass'ns, and to charge a commission. To buy, rent, lease, build, own, operate grain elevators, packing houses, mills, gins, compressors, warehouses, precooling plants, ice factories, printing presses, driers, and factories, to operate telephone and railroad systems, automobiles and airships."

The Ass'n is empowered to borrow money, tho it is not stated whether the loans may be forced, *a la* Huerta, or voluntary.

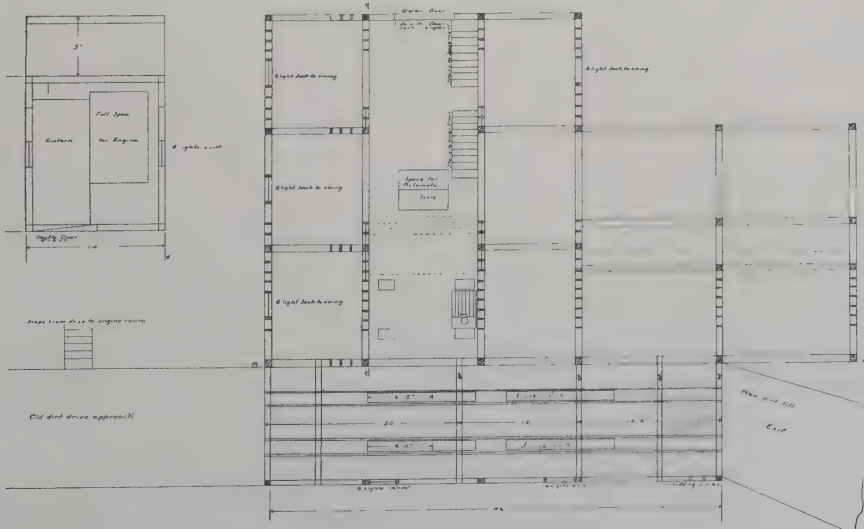
Farmers joining the county ass'n will pay \$25 each, and the county ass'n joining the national will pay \$25 membership fee. For organization and perfecting the plans of the National Products Ass'n there is appropriated \$5,000,000.00 and a further sum of \$15,000.00 for each county ass'n.

Members of the county ass'ns are required to give the county ass'n exclusive control of the selling of all surplus products, thereby forming a cast-iron monopoly.

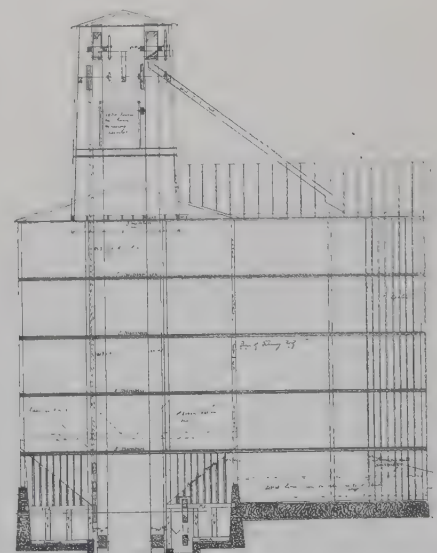
Diligent search thru the 16 pages of this bill fails to disclose any suggestion of the method, whereby the hated middleman or commission merchant is to be eliminated, but it is clear that the sponsors of the bill have not permitted the high cost of living to hide their own necessities or dwarf their greed.



Cupola and Bin Plans of Elevator at Maroa, Ill.



Engine Room, Driveway and Work Floor Plans of L. J. Kaiser's Elevator at Maroa, Illinois.
(See facing page)



Longitudinal Section.

SPRINGFIELD HEARING ON Rate Advance.

About 325 grain dealers, farmers and receivers were present at a hearing before the Public Utilities Commission in the State House, Springfield, Ill., Feb. 3. The proposed one cent per hundred freight rate increase was the all-absorbing question.

A preliminary meeting was held and H. W. Danforth, Pres. Illinois Farmers Grain Dealers Ass'n was elected Pres. and A. N. Steinhart, Sec. Illinois Farmers Grain Dealers Ass'n, was elected Sec. A number of rousing speeches were made and everybody was urged to stay in the fight until success had been attained.

The following petition was read and adopted as being the wishes of those present, and was accordingly signed by about 250 people, representing the producing and handling end of the grain trade.

A PETITION.

We, the undersigned citizens and taxpayers of the State of Illinois engaged in the production, shipment and handling of grain in the State of Illinois, representing more than one hundred thousand members in farmers granges, farmers elevators and elevator companies located in all parts of the state, also representing commercial bureaus in the grain markets of cities in the State of Illinois, in convention assembled at Springfield, Ill., on Feb'y 3, 1914.

Believing that the proposed increase in railroad freight rates on grain in the State of Illinois is unjust, unlawful and confiscatory, and further believing that such rates are unreasonable in the extreme and discriminating, do hereby resolve to organize and stay organized until these rates are defeated and until it can be shown that the railroads of Illinois are already earning sufficient revenue to pay a reasonable return on the amount of capital actually invested in the railroads of this state.

We do hereby most earnestly protest to the Public Utilities Commission of Illinois against these unlawful rates and respectfully urge that the Commission thoroughly inquire into the actual valuation of the properties of Illinois railroads to the end that an intelligent reply can be made to us and to the railroads of Illinois on this question of railroad rates.

We cannot be satisfied on this question until the railroad properties are physically valued by this commission, and when that is accomplished it will appear whether railroad rates are remunerative or not.

About 11 a. m. the hearing commenced before the Commission. Attorney W. R. Bach of Bloomington read the petition as above noted and said, "Grain is only 11% of the tonnage handled by the railroads and it is no more than fair that if rates must be increased that other traffic bear its just proportionate increase."

It was announced by counsel for the railroads that Messrs. Horton, Humberg and Drennan would be the main counsel for all roads represented and that these gentlemen would present especially the Illinois Central R. R. evidence, as that road is more intensely interested.

Judge Horton: I am intensely convinced that the railroads have done much for the farmers who are with us today. I admire their activity and their presence and I believe that when a crisis comes the farmer will save our country.

I believe that the Grain Dealers Ass'n have overlooked the farmer's sense of fairness, as I fully believe that as soon as the farmer learns the real facts in the case he will be the last to urge an unfair proposition on the railroads.

In 1896 oats were worth about 18 cents and corn was worth about 20 cents and everything else was cheap. Since then all prices have advanced, but freight rates have never changed. Wages have increased 30-35% and coal is 25% higher. In 1896 we only had to spend 60% of our gross income; now we have to spend 80-90%. We have carried grain at a low rate for the last 15 years by practicing economy, but we have reached the end of our string.

Legislation being passed or proposed is constantly imposing new burdens on us, and as the matter stands we are only ask-

ing the slight increase of a half cent per bushel. Your real estate has increased wonderfully in value through the services of the railroad and I feel that the farmer should be willing to assume this increase. The farmer was at one time compelled to take a whole week to haul a load of corn to Chicago in the good old days.

From 1890-1900 we paid out for personal injury cases from \$700-\$800,000. In the next ten years some legislation was passed which took away our defense and we have paid out over four million dollars for personal injury cases.

Now in view of the benefits the farmer derives does it not look bad for the farmer to object to a half cent increase in freight rates?

The statement has been made that Illinois freight rates will be higher than other freight rates on grain in other states. Com. Prouty of the I. C. C. at the hearing there said that rates on Ill. grain were below other rates on grain in other states.

The I. C. C. has increased the Interstate rates and it is unfair for this body to hold up the effect of this order. As it now stands a higher rate in proportion prevails to Chicago than to Cairo, Peoria or E. St. Louis and we do not feel that it is fair to discriminate against Chicago. It seems to be a case where these other markets are trying to get the best of the deal and that is the real reason for their interest in this case before you.

At this point all the attorneys got into a heated discussion as to what was the basis on which the hearing should continue. The attorneys for the complainants said that the railroads should show a property valuation and that on that basis alone a fair idea could be obtained as to the proper freight rates.

As the argument progressed it developed that the railroad attorneys wanted the complainants to go ahead with their evidence, or, in other words, fire the first gun. At this point Com. Thompson adjourned the hearing until 2 p. m.

TUESDAY AFTERNOON SESSION.

After more arguments the railroad attorneys finally decided to go ahead with their side of the case and accordingly J. S. Brown, G. F. A. I. C. R. R., was sworn. He testified that freight rates in many other states were higher than in Illinois and that it was not the intention of the railroads to put an undue burden on Illinois grain. He said that the proposed increase will be about 10%, and in no case more than one cent per hundred and that the proposed rates are in some cases lower than the rates in effect in 1906.

He testified further that in 1908 all but about 11½% of Illinois grain went into interstate commerce. He also said that the I. C. C. increased rate would be made practically of no effect if the local rates were not increased especially as it concerned Cairo. In this market an out-bound rate below the Ohio river of 10 cents per hundred prevails to New Orleans, while the local rate to Cairo is 7 cents. Adding the two rates makes a combined rate of 17 cents to New Orleans, while the through rate as ordered and now in effect through the I. C. C. is 18 cents per hundred. This holding up of this proposed increase is making null and void the order of the I. C. C. He also said that hundreds of similar cases could be cited.

Com. Thompson at this moment adjourned the hearing until 10 a. m., Feb. 4.

WEDNESDAY'S HEARING.

The examination of Mr. Brown was continued and he testified in part as follows:

"The expense on grain doors alone in 1911 was \$88,810.00, and the cooping of cars in Chicago was also a large item of expense. The hauling of empty cars for grain is an expensive proposition and practically no other traffic demands such expensive service. Cars are held a long

time in grain traffic. The inspection in Chicago alone delays cars 24 hours. For the fiscal year ending June 30, 1913, we paid \$226,000.00 for loss and damaged grain claims."

Albert Mann, purchasing agt. I. C. R. R., testified that: "In 1900 coal cost us 85.56 cts. a ton and in 1913 it cost us \$1.12 a ton. We spent during the fiscal year ending June 30, 1913, \$5,350,000 for coal. This same coal in 1900 would have cost us \$1,288,000 less."

C. H. Stinson, G. F. A. Wabash, testified that, "The freight rates on grain in Mo., Mich., Wis., Neb. and Iowa are higher than the proposed rates in Illinois and the Indiana rates are about the same as Illinois rates will be if the increase becomes effective. I think the proposed increase is fair and reasonable. About 31.8% of Wab. Illinois corn goes to Chicago, and about 19.2 goes to East St. Louis, Ill., and St. Louis, Mo."

"In the 5 yrs., 1908-13 on I. C. R. R.'s the operating expenses have increased \$45,250,000.00 and the net income has decreased \$6,000,000. In 1910 only 6% of these roads paid a dividend and in 1913 only 4 of them paid a dividend. Our road is not receiving enough income to do business profitably. If we had no stocks and bonds on which we had to pay interest we would still not have sufficient revenue to do business."

Among those present were: H. W. Danforth, pres., and A. N. Steinhart, Sec., F. G. D. A. of Illinois; W. T. Cornelison, Peoria; A. E. Rust, Halliday Elvtr. Co.; H. S. Antrim, J. B. Magee and R. Green, attorney, Cairo; Geo. A. Delong, Foolsland; J. E. Johnson, Broadlands; W. E. Munson, Richland; R. E. Zenke, Indianapolis; Wm. Murray and P. M. Faucet, Champaign; S. W. Strong, Urbana; Lee G. Metcalf and H. C. Roberts, Illiopolis; C. F. Council, Fancy Prairie; M. S. McClintick, Edinburg; E. W. Bockewitz, Harvel; F. M. Powell, Decatur; R. C. Baldwin and Wm. R. Bach, Bloomington; F. C. Betz, Cerro Gordo; G. E. Johnson, Belleflower; Chris Fieker, Carlinville.

A NEW FLAX classification by the customs officials of the United States Treasury Department is feared by Duluth flax dealers. If the contemplated change of classification is ordered, all Canadian flax will be diverted to Canadian ports. Duluth now is the greatest flax market in the world.

Postage Rate on Grain Samples Reduced by Bill.

A bill which, if passed, will make the postage rate on grain samples 2c for the first pound and 1c per lb. for each subsequent pound up to 15 lbs. was introduced Jan. 20 by Congressman Samuel J. Tribble of Georgia. The bill, which is enrolled as H. R. 11975, is intended to benefit farmers; but if it becomes a law grain dealers will be able to mail their grain samples under the rates it provides. The bill reads as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Post Office Department of the United States shall be, and it is hereby, authorized to transport as mail matter parcels of agricultural, horticultural, dairy and poultry products, up to fifteen pounds in weight, at the rate of 2 cents for the first pound or fraction thereof and 1 cent for each additional pound or fraction thereof. The carrying of agricultural, horticultural, dairy and poultry products shall be extended to all mail routes on trains, in cities, towns, star routes, and rural routes, including all mails within the United States now being operated or hereafter to be created.

Sec. 2. That the establishment of the parcel post rates herein provided for shall not interfere with or destroy the postal rates and regulations in any way, except in the manner herein provided.

EAST SIDE IRON ELEVATOR at Toledo.

Whenever a carload of grain received at a terminal market requires more than the customary inspection and weighing to make it salable at its intrinsic value the commission merchant who has the best interests of the country shipper at heart feels the need of a public elevator. When both the receiver and the buyer have available the best facilities for separation, special cleaning, clipping and drying they are enabled to create a better market for consignments, giving country shippers confidence that their property will be carefully handled and sold to get the highest returns.

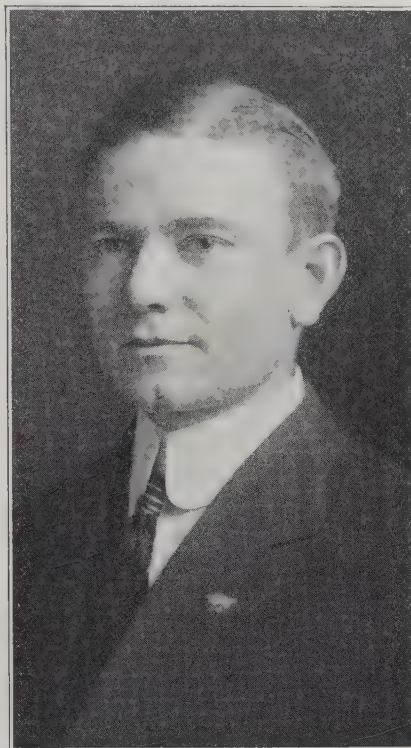
To operate a public elevator with a margin of profit that will pay running expenses and a reasonable return on the investment the operators must have the cordial co-operation of the grain receivers and buyers at their market. Otherwise the business that should be given to the public house to keep it alive will be turned into some private enterprise which bids higher for the grain or to one which the receiver may have personal reasons for favoring.

At Toledo, O., the grain merchants are loyal to their home enterprises, and they have succeeded in doing what some other markets, larger and smaller than Toledo, have failed to do, keep a public elevator running for years with a volume of business that pays the expenses. One of the greatest industries of Toledo is the 1,500,000-bu. grain elevator operated by the East Side Iron Elevator Co., located on the east bank of the Maumee River and on the direct line of the Lake Shore Ry. The officers of the company are Jas. Hodge, pres.; E. Claude Edwards, vice pres.; A. W. Boardman, treas., and W. A. Boardman, sec'y and manager. J. J. Coon, founder of the company, was the first grain dealer to plan putting grain in steel tanks for storage. Shortly after its incorporation in 1895 the company erected 12 tanks and a wood working house and at four different times since has erected additional storage and buildings to handle the increasing volume of business.

Originally the plant consisted of a wood head house having a capacity of 87,000 bus. and 12 steel tanks 45 ft. high, holding 670,000 bus. In 1901 five more tanks were added. In 1910 an elevator complete in itself was erected under contract with the Macdonald Engineering Co., comprising a concrete working house with marine tower 140 ft. high and 30 ft. square at the base, and a drier house of 12,500 bus. storage capacity containing a "Eureka Corn Drier" rav-

ing a capacity of 5,000 bus. per 10 hours. The length of the dock was increased from 250 to 550 ft.

In 1912 six more steel tanks were erected, 40 ft. in diameter and 45 ft. high, with cone shaped hopper bottoms 8 ft.



W. A. Boardman,
Toledo, O., Manager and Secretary.

above the ground, of concrete reinforced with steel, and the plant now is as shown in the engraving herewith. The six new steel tanks have a capacity of 350,000 bus., the old elevator and the five tanks built in 1901 making the total storage capacity 1,500,000 bus.

The marine tower has a capacity of 12,000 bus. per hour, and the 20 ft. depth of water accommodates the largest lake vessels. During the season of 1913, 12 cargoes of flaxseed, 5 of wheat and one of oats were unloaded, and the company is making arrangements to handle lake seed and grain in larger volumes from Duluth and other northern ports. For the 12 months ending July 1, 1913, this elevator unloaded 4,100,000 bus. of grain.

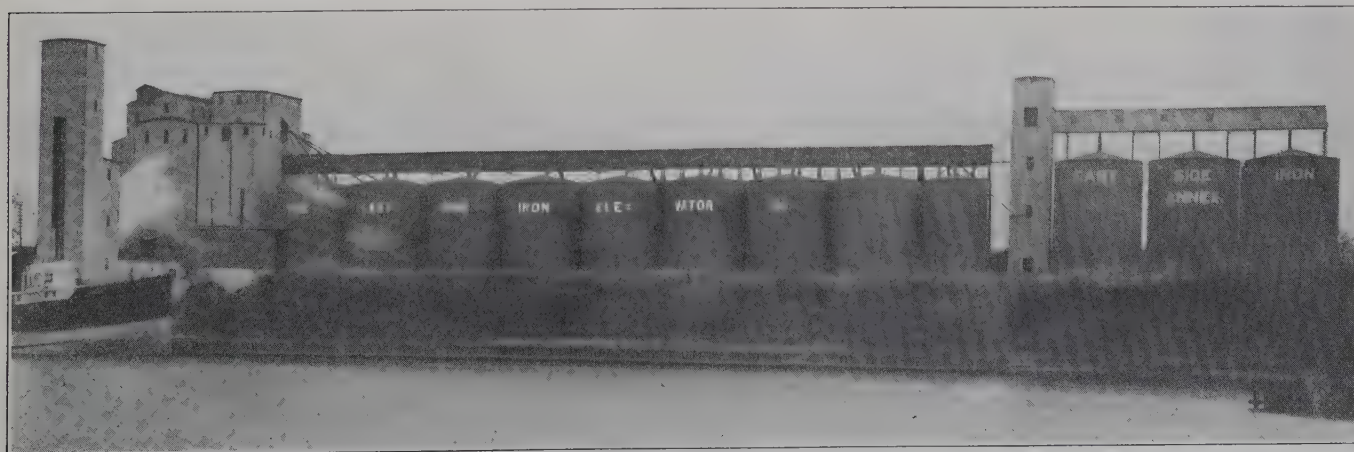
Steam power is used in the wood elevator. A 75-h.p. electric motor operates the machinery in the marine tower,

a 100-h.p. Fairbanks-Morse Electric Motor operates the drier, and the concrete house contains two 75-, one 40-, two 30- and one 10-h.p. motors. The equipment includes Eureka No. 11 Elevator Separator; Monitor Dustless Elevator Separator; Invincible Dustless Separator No. 11; Monitor Oat Clipper No. 11; Eureka Special Aspirator and Monitor Warehouse Smutter.

The rate for carrying insurance on the first 17 steel tanks is 26 cts.; on the "Annex" tanks 18 to 23 cts., while the cost on the concrete head house is 60 cts.

All weighing, both in the unloading and loading of track grain and also in the marine tower, in the handling of lake grain, is done by the Produce Exchange weighman. Cars are weighed on Fairbanks Standard Track 100-ton Scales, of which the elevator has four, and scale tickets are issued showing the weight made by the impersion of the figures in the card. The scales are kept in absolutely perfect working order by a representative of the Fairbanks Scale Co. By using this system of weighing receipts the country shipper may see his car run on the scale, the total weight taken, the grain unloaded and the empty car reweighed.

THE MOISTURE CONTENT of flour, meal and other finely ground grain products may be determined with the ordinary moisture tester by using a specially designed flask of glass or copper, as described by John H. Cox, Assistant in Grain Standardization, in Bulletin No. 56 of the United States Bureau of Plant Industry. The flask, which is of 900 cubic centimeters capacity, has two walls spaced far enough apart so as to hold approximately 300 c. c. of oil between them. It also has an opening for the insertion of the thermometer and a connection to the condenser. In using the tester 150 c. c. of mineral engine oil is poured into the oil jacket of the flask. The same quantity of oil is mixed with the commodity to be tested, of which approximately 50 grams is used. In testing wheat flour, the flame is extinguished when the thermometer indicates 190° C., which should take about 30 minutes. In testing corn meal, the flame is extinguished when the temperature reaches 175° C., which should take about 26 minutes. In using the tester, care must be taken to have the thermometer correctly placed. The flame should also be regulated so that it takes 15 minutes for the thermometer to register 120° C. The flask can be made either of copper or glass. If of copper the metal should not be more than .022 in. thick.



Marine Tower, Steel Tanks, Old and New Elevators of East Side Iron Elevator Co at Toledo, O.

Seeds

Morristown, Ind., Jan. 21.—Clover seed yield good; quality good; $\frac{1}{2}$ crop still in farmers hands.—Mull Grain Co.

Montana recently opened a laboratory at Bozeman for the testing of seed samples under the state seed law.

Rowland & Co., Augusta, Ga., have entered the general seed business, having formerly specialized in seed peas.

Arthur E. Shultz, Olney, Ill., has registered the stencilled words "Silver Coin" as a trademark covering his grass seeds.

The Huhn Elevator Co., Minneapolis, Minn., recently purchased and distributed a carload of prize Canadian Marquis seed wheat.

Sharpville, Ind., Jan. 21.—Clover seed good; 75% in farmers hands. More seed in country than I ever knew before.—J. C. Batchelor.

The proposed Virginia seed law was discussed at a conference at Richmond Feb. 25 between state officials and a number of seed merchants.

M. J. Yopp Seed Co., Paducah, Ky., recently registered the word "Chief" with a stencilled Indian head as a trademark for its field and garden seeds.

Alert sta. (Letts, p. o.), Ind., Jan. 31.—Nearly all clover meadows sown last spring were burned out by last summer's drouth.—Sam Kelly, mgr. H. Griffith.

The French Seed Products Co., Piqua, O., was recently incorporated for \$60,000 by J. W. Brown, A. M. Leonard, A. M. Fry, William Cook Rogers and A. W. French.

The A. A. Berry Seed Co., Clarinda, Ia., recently moved into its new seed plant, consisting of three warehouses equipped with up-to-date seed-cleaning machinery.

The Philadelphia Commercial Exchange seed com'tee for 1914 consists of Charles R. Koch, George E. Taylor, Charles G. Alexander, Jesse Sharpless, and Frank B. Sitley.

Free alfalfa seed in pound lots is being sent to farmers by John H. Page, State Commissioner of Agriculture, Little Rock, Ark., for the purpose of interesting them in this crop.

The annual seed catalog of Wood, Stubbs & Co. gives valuable information about grass seeds, also a cultural calendar, spray calendar, and a planting and maturity table.

The Springfield Seed Co., Springfield, Mo., has registered as a trademark for its field, grass, and other seeds the word "Justice" with the conventional picture of the Goddess of Justice.

Champaign County, Ill., farmers will nearly all have to purchase their seed corn this spring from outside the county. Little of the corn that was grown was good enuf to grade No. 4.

Commissions earned by purchasing alfalfa seed were held by the Supreme Court of Nebraska Dec. 4 in the case of Everist v. Mangelsdorf Bros. Co., of Atchison, Kan., to be properly payable to Egbert H. Everist, who had brot suit in the district court of Red Willow County to recover \$210.23. Defendant contended that the contract was not with Everist, but with his firm of Relph & Everist, and sought to set off the claim by a charge of \$338, loss sustained on a car of seed bot thru Mr. Relph.

Grover Hill, O., Jan. 22.—Considerable seed is being held in farmers' hands. The farmers who are holding will keep enuf seed for their own use for the next two or three years to protect themselves from high prices and poor quality.—J. W. Owens, Owens-Mericle Co.

Missouri last year produced 168,223 bus. of sorghum seed on 12,461 acres, 18,055 bus. clover seed on 12,626 acres, and 16,153 bus. of timothy seed on 5,769 acres. Average yields per acre were as follows: Sorghum seed, 13.5 bus.; cowpeas, 5.02 bus.; clover, 1.43 bus., and timothy, 2.8 bus.—Missouri State Board of Agriculture.

The board of directors of Northrup, King & Co. on Jan. 29 made Charles C. Massie pres. and gen. mgr.; L. M. King, vice-pres. and treas.; and E. B. Northrup, sec'y. Mr. Massie was previously gen. mgr. and has been with the company 20 years. He is pres. of the American Seed Trade Ass'n and vice-pres. of the Wholesale Grass Seed Dealers Ass'n. L. M. King, who succeeded the late Preston King, is also sec'y and treas. of the latter organization.

Ohio raised the largest clover seed crop in five years. It looked like another 1908 crop early in the season, but turned out less than expected in nearly all sections. Farmers and dealers are still holding considerable seed. Fourteen reports say stocks very large, 53 large, 46 fair, 31 small, 5 very small. Twenty-two say their sections will have to ship in, but most have enough for home demand or a surplus. Several expect to carry over enough for next season and a few enough for two seasons. New crop outlook is mixed, but averages fairly good. It still has the critical period to go through and many months to travel. Acreage short in some sections due to drouth.—C. A. King & Co.

We have had orders for small lots of Canadian oats for seeding purposes. So far we have refused to fill them. We understand these oats have not turned out well where they were sown; and we believe farmers will do better by sticking to the oat that they know will thrive in their vicinity. The Canadian oat is very heavy in weight, and we understand cereal people do not like them on that account. Even the horses are not crazy about them, especially as the amount placed before them is (or should be) just half as big a pile as the American oat. We suggest that shippers and farmers hankering after Canadian oats to sow should write to their state experiment station before buying.—J. F. Zann & Co.

November Seed Imports and Exports.

Imports and exports of foreign and domestic seeds during November, 1913, and 1912 and during the first eleven months of 1913 and 1912, as reported by O. P. Austin of the Bureau of Statistics, were in pounds as follows:

	November		Eleven Months of	
	1913.	1912.	1913.	1912.
*Castor ..	73,617	78,867	728,788	990,055
*Flax ...	1,182,896	201,802	5,030,575	7,636,052
Red Clover	179,617	1,249,242	3,196,892	2,162,886
Other Clrs.	2,114,737	1,133,159	17,358,415	31,788,274
Other grss.	1,393,147	1,432,494	22,371,494	21,879,260
EXPORTS.				
*Flax	42	15,837	283,114	20,174
Clover ...	686,893	1,245,024	4,307,390	2,305,138
Timothy ..	1,210,595	3,977,041	11,975,448	8,384,857
Other grass	641,867	1,069,668	4,637,121	.....
EXPORTS OF FOREIGN SEEDS.				
*Flax .....	.....	.....	168	.....
Clover .....	.....	.....	1,810	.....
Other grass	3,000	67,200	24,894	131,367
*Bushels.				

CLOVER SEED stocks at Toledo are in such shape as to be able to stand a fairly liberal outgo this month.—Southworth & Co.

PIERRE, S. D., Feb. 4.—Good alfalfa crop here last year; large amount seed corn saved; 2,000 bus. hardy alfalfa seed ready for market.—Pierre Hay & Feed Co.

KOKOMO, Ind., Feb. 7.—Reports from 48 correspondents in northern Indiana indicate that 25 $\frac{1}{2}$ % of the clover seed is still in farmers' hands.—Owen A. Dutchess.

INDIANAPOLIS seed handlers say their stocks will begin to move within the next few days. Alsike in stock this year is of an inferior quality and the price has dropped \$1.—C. L.

CONNERSVILLE, IND.—Conditions for seeding being ideal, the sowing of alsike and clover is beginning here. Farmers have come to prefer sowing when the ground is firmly frozen. Sowing on snow also is favored.—C. L.

THE FREE SEED graft perpetrated on the people by Congress to catch a few backwoods votes is a very costly affair and is of no benefit to agriculture. If this money were spent in furnishing good seed to the farmers in drought-stricken sections, it would be productive of good results.—A. P. Harbaugh, mgr., Smith-Hippen Co., Manito, Ill.

FRAUDULENT SEED SALESMEN will find the climate of New Jersey insalubrious if P. Helyar, state seed analyst, continues his present activities. He recently caused the arrest at Lambert, N. J., of O. P. Rice, a seed salesman, for guaranteeing to be red clover what proved to be 56.03% German millet, 42% clover and the rest weed seeds. The mixture cost Rice \$4.29 per bu. and he sold it for \$9. Rice claimed to be connected with the Rice Seed Co., Cambridge, N. Y., a reliable concern, but this claim was as fraudulent as his seeds.

From the Seed Trade.

OGDEN, UTAH, Feb. 2.—Owing to the low prices this year, not as much alfalfa and timothy seed will be produced next season. We do not think that much seed will be carried over.—Blackman & Griffin Co.

BEAVER DAM, WIS., Feb. 1.—The clover seed yield per acre was below normal; but the acreage was larger and more seed than normal was produced. On account of the low price, farmers are holding back and not much of the seed has moved to market. The low price, however, will cause much more seed to be sown the coming spring.—H. E. Krueger.

Toledo Seed Movement.

During the week ended Feb. 7 Toledo received and shipped seeds in the following quantities (in bags):

	RECEIPTS.			
	Clover.	Alsike.	Tim.	othy.
Week ended Feb. 7....	1,110	267	688	.....
Same week 1913.....	1,165	207	258	.....
This season to date....	49,056	6,088	24,699	.....
Last season to date....	39,889	4,393	43,808	.....
	SHIPMENTS.			
	Clover.	Alsike.	Tim.	othy.
Week ended Feb. 7....	3,315	233	1,190	.....
Same week 1913.....	3,072	.....	927	.....
This season to date....	23,491	.....	14,327	.....
Last season to date....	18,142	.....	26,933	.....
STOCKS AT TOLEDO.				
Feb. 1, 1914.....	29,077	4,331	21,401	.....
Jan. 1, 1914.....	24,779	4,044	23,385	.....
Feb. 1, 1913.....	30,105	2,481	19,594	.....

NEBRASKA CITY, NEB., Feb. 3.—The acreage of seed crops will increase. Last season was favorable for seed crops, and farmers have large stocks of alfalfa seed that they have been unable to dispose of at satisfactory prices. They are marketing clover and are satisfied with the prices. No difficulty will be experienced with seed corn; the yield was much smaller than the average, but the corn ripened and plenty of good seed corn can be secured in this part of Nebraska.—E. D. Bartling, pres., Edward Bartling Seed Co.

Small Seed Grains Test Poor.

Germination tests made on small grains from western states this year show in striking fashion that most of the grain is unfit for seeding purposes and must be thoroly fanned, cleaned, and treated for smut before it will be fit for planting.

Frank H. Demaree, agronomist of the Crop Improvement Com'te of the Council of Grain Exchanges, Chicago, has found that Illinois oats tested an average of 85.5% strong and 14.5% weak or dead. Indiana oats showed an average of only 39.4% strong and 60.6% weak or dead. This would indicate that most of the Indiana oats are unfit for seed and that the greatest care will be necessary in choosing the seed oats. Ohio oats are but little better, with 46.7% strong and 53.3% weak or dead. Iowa shows 72.3% strong, Minnesota 66.5%, and North Dakota 64.7%. Kansas wheat tested on the average 83.2% strong, ranging between 97% and 56.5%.

Barley made the best showing of all the grains, averaging 90% strong on 107 tests. Illinois barley leads with 94%, Iowa barley tested 93.9%, Wisconsin 92.9%, Minnesota 91.1%, South Dakota 89%, Kansas 84%, and North Dakota 84.4%. These tests were made from samples of the grain as it arrived at Chicago. While the grain kept for seed would undoubtedly show higher percentages of strong kernels, the low vitality revealed by these tests emphasizes the importance of careful selection and careful preparation of the grain sown next spring.

Full information concerning the testing of small grains may be had free by application to Mr. Demaree.

Movement of Seeds.

Receipts and shipments of seeds in 100 lb. bags at the various markets during January 1914, and 1913, were as follows:

TIMOTHY SEED.

	Receipts.		Shipments.	
	Jan., 1914.	Jan., 1913.	Jan., 1914.	Jan., 1913.
Chicago	21,910	6,230	20,650	10,020
Cincinnati ..	1,102	958	3,475	2,833
Milwaukee ..	624	1,800	1,200	2,100
Toledo	1,664	1,190	3,907	644
	25,300	10,178	29,232	15,602

CLOVER SEED.

	Jan., 1914.	Jan., 1913.	Jan., 1914.	Jan., 1913.
Chicago	10,350	2,180	8,820	2,390
Cincinnati ..	7,348	5,048	7,448	4,058
Milwaukee ..	1,955	3,328	6,674	1,350
Toledo	9,850	3,181	6,266	7,519
	29,503	13,737	29,208	15,317

The Lipscomb Grain & Seed Co., Liberal, Mo., has succeeded the Missouri Feed and Produce Co., Springfield, Mo., and will engage in the seed and grain business. O. J. O'Bryant, manager of the old company, is a stockholder in the new and will remain as manager at Springfield.

JAMES BRADLEY DEAD.

James Bradley of Chicago died Feb. 6 after an illness of six weeks. He was sec'y of the Nye & Jenks Grain Co. and the Nye-Schneider-Fowler Grain Co. He had been a member of the Chicago Board of Trade since 1898, was for a number of years one of its directors, and in 1908 and 1909 served as vice-pres. He served a term as pres. of the Council of Grain Exchanges.

Mr. Bradley was born 61 years ago at Port Huron, Mich. He came to Chicago



Jas. Bradley, Chicago, Ill., Deceased.

in 1896 and entered the employ of the Nye & Jenks Grain Co. He worked his way up in this company to the position of sec'y. He was active in the management of the Board of Trade; was a man of indisputable integrity and the highest honor, and won the friendship and confidence of all who knew him. On Feb. 6 the Board of Directors adopted resolutions of esteem.

Burial took place at Port Huron on Feb. 9. The widow and one daughter, Mrs. R. M. Calkins, survive.

A photograph of Mr. Bradley is reproduced herewith.

IOWA shippers and receivers at Kansas City, Omaha and Burlington are quoting corn to be shipped into central Illinois.

ONE-CENT POSTAGE for first class mail matter was condemned by the Northwestern Lumbermen's Ass'n at its recent convention. The Ass'n demanded better service for first class mail instead of lower rates.

Brokers Not Subject to New York Commission Merchant License Law.

Thomas Carmody, attorney-general of New York, in response to an inquiry from Calvin J. Huson, Commissioner of Agriculture, has given a clear exposition of the application of the new license law to commission merchants, holding that:

The words of the act itself as it now stands clearly indicate its purpose. It is meant to protect farmers who have entrusted the physical possession or the legal control of their commodities, which may include grain or hay, to factors for sale and who thru the delinquencies of such agents might be subject to loss. The object of such statutes is "to prevent fraud; to compel any person transacting business, if any there be, to prevent shifting or evasion of ownership and liability of debts in case of controversy and to preclude the assertion of secret claims of ownership against creditors of him who has conducted the business, possessed the property and appears to be its owner." Hoge v. Turner, 96 Va. 624.

The difference between a broker and a factor or commission merchant is well recognized. First, the Century Dictionary says under "Commission Merchant":

"A person employed to sell goods on commission either in his own name or in the name of his principal and entrusted with the possession, management, control and disposal of the goods; differing from a broker who is an agent employed to make bargains and contracts between other persons in matters of trade."

This definition is derived from and supported without dissent by the cases.

"A commission merchant is one who buys or sells goods or merchandise, consigned or delivered to him by his principal, for a compensation, commonly called 'commission.' He differs from a broker in that he may buy or sell in his own name, and very frequently does, without disclosing the name of his principal; while the broker has no right to buy or sell except in the name of his principal. The commission merchant is intrusted with the management, control or disposition of the goods to be bought or sold, and he has a special property in them, and a lien upon them for his share, advance, or commission. The broker is he who negotiates the purchase or sale for the principal. He has no control of the property." Edwards vs. Hoeffinghoff (U. S.) 28 Fed. 635, 641.

The distinction between the two agencies being so well established and the purpose of the law being so clear, we are justified in confining the scope of the words "selling on commission" to factors or commission merchants. Something further would be needed to include brokers; and this has been the interpretation of the courts in other jurisdictions where similar statutes had been construed.

Whether or not a person is to be regarded as a commission merchant is somewhat a question of fact to be determined under the principles set forth above. Single transactions, on the authority of the cases rendered in connection with "doing business" under Sec. 15 of the General Corporation Law, would not be absolutely determinative. See also Perkins v. The State, 50 Ala. 154. A broker dealing in hay and grain might, however, combine with his business that of commission merchant and be required to take out a license. The fact that he had subjected himself to the discipline of an ass'n or because the consignor had taken the precaution to deprive him of most of the financial responsibility would not relieve him of the requirements to be bonded and licensed.

THE BURMA rice crop is estimated by the government at 6,760,000 long tons. Deducting that needed for local consumption, the amount available for export will be 76,856,000 bus. of white cleaned rice.

THE WICHITA Board of Trade lost its petition to the Interstate Commerce Commission that it be made a "rate-breaking" point. Had its petition been granted, the Wichita grain dealer would have been able to draw grain from all directions and ship it out under a proportional rate, irrespective of the origin of the grain. At present the proportional rates do not apply when a back haul is involved.

Grain Carriers

The Pennsylvania Lines will build a railway from Indianapolis to Frankfort, Ind., 55 miles.

Alert sta. (Letts, p. o.), Ind. Jan. 21.—We have some trouble about leaking cars. —Sam Kelly, mgr., H. Griffith.

The Missouri Pacific Railway has purchased 25 heavy freight engines, the first of which will be delivered Feb. 15.

Reciprocal demurrage was demanded by the United Farmers of Alberta at their meeting Jan. 21-23 at Lethbridge, Alta.

Hearings in the proposed advance in Illinois grain rates will be resumed Feb. 13 by the Public Utilities Commission at Chicago.

Grain rates into Pittsburgh were investigated by Interstate Commerce Commissioner Prouty at a hearing Jan. 27 at Pittsburgh.

The car surplus on Jan. 15 was 217,274 cars and the shortage 2,385 cars, leaving a net surplus of 214,889 cars, according to the American Ry. Ass'n.

Lower corn rates from Bancroft, Neb., to southwestern Nebraska are demanded by Charles Graff, Bancroft, in a petition recently filed with the state railway commission.

The steamer Stadacona grounded Feb. 5 while lying in Cleveland harbor with a cargo of grain; and part of its cargo had to be taken off before the vessel could be moved.

The Welland Canal will be deepened by the Canadian government. The canal is 26½ miles long and the work, which will be commenced next spring, will cost \$50,000,000.

Trans-Pacific ocean rates on flour and grain were fixed the lowest they have been in thirty years at a recent conference of steamship lines, to become effective Mar. 1.

The demand for grain cars around Peoria, Ill., is increasing. The Big Four Ry. recently received a number of new box cars and placed them in the grain service on its Peoria division.

Embargoes must be posted at the railroad station to which they apply, according to the Interstate Commerce Commission's decision Jan. 6 in the case of New York Hay Exchange v. Lehigh Valley R. R.

The increase in malt rates from Chicago and Milwaukee to Texas points will be argued at a hearing Feb. 18 at Fort Worth, Tex., before Special Examiner Gutheim of the Interstate Commerce Commission.

Advances in ex-lake rates on grain from Buffalo, N. Y., to Pittsburgh, Pa., and rate points have been re-suspended by the Interstate Commerce Commission until Aug. 12 in order to give it time to complete its investigation.

The attempted cancellation of proportional rates on grain and grain products from interior milling points in southern Illinois to Texas points, resulting in increasing the rates approximately 7c per 100 lbs., was vetoed Jan. 12 by the Interstate Commerce Commission. The Commission held that the withdrawal of the proportional rates would work a discrimination against interior Illinois millers in favor of those at St. Louis, East St. Louis and other points having the proportional rates.

Advances in grain rates by the Great Northern Ry. from Minnesota and northern Iowa stations to Kansas points were suspended by the Interstate Commerce Commission until May 31. Sioux City is vigorously protesting against the increase.

The Husted Milling Co., Buffalo, N. Y., has filed a reparation claim for \$30,000 with the Interstate Commerce Commission against the New York, Chicago & St. Louis Ry. to recover overcharges on grain products and by-products manufactured in transit at Buffalo and shipped east.

A 1,000-mile railroad will be built from Grand Junction, Colo., to San Diego, Cal., traversing virgin territory. Construction work will be started next spring, according to reports; and arrangements were made Feb. 4 with Secretary of the Interior Lane to obtain right-of-way thru public lands.

A REDUCTION IN EXPORT RATES on wheat from interior Southwestern points to Gulf ports is demanded by the Wichita Board of Trade in a petition to the Interstate Commerce Commission. The Board asks a rate of 15c from Wichita, compared with the present rate of 25½c, and similar reductions from other points.

FOR DAMAGE TO GRAIN from leaking oil while in the hull of the steamer R. B. Fitzpatrick, the Cincinnati Grain Co. was recently awarded \$4,218.57. The lower court held that the leaky condition of the oil tank and the hole in the floor of the boat were not evidence of unseaworthiness; but its decision was reversed by the Court of Appeals.

A REDUCTION IN GRAIN RATES from Buffalo to Atlantic ports is being agitated; and a fund is being collected, according to reports, in the lake ports interested. The carriers are accused of making the ex-lake rates unreasonably high in order to protect rail traffic, thereby depriving the cities located on the lakes of their natural advantages.

THE OMAHA ELEVATOR Co., Omaha, Neb., has brot suit against the Chicago, Burlington & Quincy R. R. for \$16,31, covering the loss, ranging from 290 to 610 lbs., on three cars of wheat shipped last autumn. The company also asks interest at 7% and that the costs of the case be assessed against the railroad. It was obliged to pay \$10 costs in advance upon filing suit.

Better regulation of car supply is demanded by the National Industrial Traffic League. Its com'te on transportation has submitted a report recommending the adoption by carriers of a standard box car, a car pooling system, and revised rules governing the use and interchange of cars. The League adopted the report and instructed the com'te to co-operate with the American Railway Ass'n.

EXPORT GOODS, in order to obtain the reduced export rates, must be marked in such a way, preferably by notation on the B/L, that the carrier may know it is for export, according to the decision of the Interstate Commerce Commission in the case of Port Arthur Rice Milling Co. v. Texarkana & Ft. Smith Ry. Co. The mill shipped 12 carloads of rice from Lake Charles, La., to Port Arthur, Tex., and paid the 15c domestic rate without protest. Later the rice was exported to Porto Rico, and the mill demanded reparation to the basis of the 10c rate applying on export rice. The Commission held that, as the carrier was not notified in any manner that the rice was for export, it could not legally collect anything less than the domestic rate.

W. H. Small & Co. and Paul Kuhn of Evansville, Ind., and A. Waller & Co. of Henderson, Ky., have asked the Interstate Commerce Commission to require that the Illinois Central R. R. be ordered to grant them the same elevation allowances now given to Cairo, East St. Louis and St. Louis elevators. If they are successful they will obtain approximately \$2,000 per year each for services they are now performing free of charge.

RATES ON GRAIN and grain products from southwestern Missouri, northwestern Arkansas, northeastern Oklahoma, and southeastern Kansas to Memphis, Tenn., were found neither unreasonable nor discriminatory by the Interstate Commerce Commission Jan. 6 in deciding the complaint of the Southwestern Missouri Millers Club v. Frisco Lines. The Commission also found that the proportional rate on wheat from Kansas City, Mo., to Memphis, Tenn., does not discriminate against the territory in question.

THE EXPRESS RATES on the block system ordered by the Interstate Commerce Commission went into effect February 1, reducing the rates an average of 16%. A new uniform express receipt also became effective on the same date. The block system has also been adopted for intrastate express rates by Maine, Vermont, Connecticut, Pennsylvania, Delaware, West Virginia, Kentucky, Ohio, New Jersey, Louisiana, and Illinois, the Illinois Railroad and Warehouse Commission being the first state body to adopt the block plan.

The first application of a railroad to retain possession of its lake steamship line under the Panama Canal act, that of the Pennsylvania Railroad Co. and the Erie & Western Transportation Co., known as the Anchor Line, will come up for hearing before the Interstate Commerce Commission on Feb. 17 at Washington. The railroads now practically control lake transportation; and the Commission's decision in this case will determine whether or not this control will be broken. Much more grain would be shipped by lake if lake vessels were not controlled by the railroads.

THE OMAHA GRAIN EXCHANGE lost its suit before the Interstate Commerce Commission to have a uniform differential over Kansas City rates applied on grain moving from Omaha to all Oklahoma destinations. The Exchange contended that Omaha should have rates uniformly 3c higher on coarse grains and 1c higher on wheat than the rates applying from Kansas City. The Commission on Jan. 5 decided that present rates are not discriminatory nor unreasonable and that sufficient evidence had not been presented to enable it to decide on the justification of a fixed differential basis, Omaha over Kansas City; and the complaint was dismissed.

THE ABSORPTION by the carriers of the \$2 reconsignment charge on grain at Kansas City, Mo., is demanded by Brodnax & Co. of that city in a complaint recently filed with the Interstate Commerce Commission against the Frisco Lines and others. The Commission recently suspended until Mar. 29 C. R. I. & P. tariff C-9501, Supplements 13 and 16, containing the following rule: "The inbound switching on grain at Kansas City, Mo., and Armourdale, Kan., will not be absorbed until 90% of the grain or grain products has been forwarded over the Rock Island Lines." Previously the Rock Island absorbed the inbound switching charge no matter how the outbound grain was routed.

THE TWO VACANCIES on the Interstate Commerce Commission were filled by President Wilson Feb. 1, when he appointed Winthrop More Daniels and Henry Clay Hall as members of the Commission. Mr. Daniels is chairman of the New Jersey Public Utilities Commission and at one time was Professor of Economics and Public Finance at Princeton University. He was appointed to the Public Utilities Commission by President Wilson when he was Governor of New Jersey. Mr. Hall is a lawyer of Colorado Springs, Colo. He was mayor of that city in 1905 and pres. of the Colorado Bar Ass'n from 1911 to 1912.

THE INTERSTATE COMMERCE COMMISSION is determined to satisfy itself that the carriers are properly conserving their present revenues before it will authorize the 5% increase in eastern freight rates now demanded. On Jan. 27 it declared allowances to "tap" lines to be illegal and ordered them stopped. This will add approximately \$15,000,000 to the railroads' earnings. It also announced that on Feb. 12, 13 and 14 hearings will be held at Chicago by Commissioner Harlan to investigate special service and allowances made to shippers at Chicago. The Commission, among other things, wants to know under what circumstances and terms are reconsignments and diversions in transit permitted, what benefit this privilege is to shippers, what it costs the carriers to grant this privilege, and whether or not the present charges for reconsignments and diversions are adequate.

SIX MONTHS WAS AGREED to as a time limit for filing claims, with the provision that the amount of the claim need not be stated if unknown to claimant at time of filing, after a conference between shipping interests and the railroads' uniform B/L com'ite at Washington Jan. 16; and both sides agreed to recommend to the Interstate Commerce Commission the following for Paragraph 3 of Section 3 of the proposed new B/L: "Claims for loss, damage, or delay must be made in writing to the carrier at the point of origin within six months after delivery of the property, or, in case of failure to make delivery, then within six months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable; but such claims need not include a statement of the amount thereof if unknown to claimant at the time of making same."

While the Commission will probably not announce its decision about the changes in the domestic B/L for several months to come, special permission has been asked to incorporate the above paragraph in the export B/L at once, thereby doing away with the present 30 days' limitation; and prompt action on the part of the Commission is anticipated.

THE MISSOURI INJUNCTION stopping John T. Barker, attorney general of Missouri, from prosecuting suits to recover \$24,000,000 in excess freight and passenger charges collected by railroads while the Missouri 2c passenger rate law and the maximum freight rate law were in litigation, was dissolved Jan. 20 by Federal Judge Smith McPherson of Kansas City. The judge appointed Nash Adams, a Kansas City lawyer, as a master to adjudicate all claims brot in the federal court; but also declared that claimants might sue for recovery of claims in either state or federal courts. The railroad attorneys are fighting to have all such claims limited to the federal courts.

ORVILLE F. BERRY of Carthage, Ill., recently appointed senior examiner for the Interstate Commerce Commission, assumed his new duties Feb. 1, maintaining headquarters at Chicago. He will have the assistance of former Judge William Long of Indiana and probably one other examiner. The appointment of Mr. Berry marks a new policy on the part of the Commission. Hereafter the examiners will take testimony in ordinary cases, thereby releasing the commissioners from attending hearings; and the examiners will occupy the same position with relation to the Commission that the masters in chancery do with relation to the courts. Mr. Berry was formerly chairman of the Illinois Railroad and Warehouse Commission; and his appointment as senior examiner for the Interstate Commerce Commission is a fitting recognition of his abilities and his splendid record in the service of his state.

MARSHALL HALL, pres. of the St. Louis Merchants Exchange, and Sim F. Clark, pres. of the Memphis Merchants Exchange, are so well known that few will be misled by the unfortunate transposition of legends under their portraits appearing on Page 160 of the Journal for Jan. 25. Mr. Hall wears the mustache, while Mr. Clark is smooth shaven.

Claim Troubles of Shippers.

C. M. Kerlin, Delphi, Ind.: Had one car short 350 bus., shipped to Baltimore, via Wabash. The Wabash had weighed the car in transit and their weights agreed with mine. They refused to pay my claim because of what they claimed must have been somebody's error. I therefore have had some more experience.

King Grain Co., Wabash, Ind.: We had billed out a car of clover seed to Toledo, O., via Big Four, and quite a while after shipment was made our R. R. agent asked us what was in the car. He informed us that the car was in St. Louis billed as a car of sugar. The R. R. finally got the car started for Toledo and it arrived there billed as a car of starch. A number of sacks were broken and some of the seed was gone. Our claim for loss was paid in about 60 days.

Huntington Mill Co., Huntington, Ind.: We had a car of new corn billed to Cincinnati, via Big Four. The car stood for 20 days in the suburbs and got out of condition. Finally the Big Four decided to move the corn to where it could be inspected, and the returns show a loss of 10 cents per bushel. Our claim has not been paid.

We shipped a car of new corn to Detroit, and it was on the road 10 days and arrived out of condition. The car was refused in Detroit and had to be forwarded to Buffalo, where it finally arrived after 10 more days and sold for 35 cents per bushel. Our claim has not been paid.

I WOULD feel lost without the Grain Dealers Journal.—M. L. Bremer, Sauk Center, Minn.

I CAN recommend the Grain Dealers Journal to any grain man in business.—Jacob Isely, agt., Atlantic Elvtr. Co., Courtenay, N. D.

THE PURE FOOD Law should be supplemented by legislation that will distinguish between adulterants which merely lower the quality of the food or feed-stuffs and adulterants which are injurious, according to Dr. Carl L. Alsberg, chief of the Bureau of Chemistry. Dr. Alsberg has charge of the enforcement of the Pure Food and Drugs Act.

The Foundation Failed.

More elevators collapse as the result of weak foundations than from all other causes combined, and in addition to this many elevators are burned because of the settling of the house due to a weak foundation, which throws the machinery out of line and results in friction-started fires.

Illustrated herewith is the ruin of the Interstate Elevator at Buxton, N. D., which slid off its foundation. The direct cause is said to have been dry rot in the underpinning. One bin burst and six thousand bushels of wheat were spilled over the Great Northern tracks, delaying traffic for some time. The elevator contained about 20,000 bushels of grain at the time of the accident and the wonder is more of the bins did not burst. The elevator was so badly wrecked that it was necessary to take it all apart. It now seems probable that the lumber will be shipped to some other station and that the house will not be rebuilt at Buxton.

In this connection it is gratifying to note that most of the new modern houses have heavy cement foundations and dump pits with heavy cement floors in basement. Some elevator men are insisting upon having a high, well lighted basement so as to facilitate its being kept clean and free from dirt and insects.



Ruins of Interstate Elevator at Buxton, N. Dak.

HANDLING POP CORN.

Of the 25 varieties of pop corn, that known as White Rice is preferred by purchasers and is the most extensively grown. The eight-rowed variety is used to a considerable extent at Christmas time for decorative purposes because of

for local consumption, it is usually sold at from 1½c to 3c per lb., and retailed by storekeepers at 5c to 10c per lb. in ears, or at 10c a lb. in packages, shelled. The market prices for pop corn fluctuate greatly from year to year. In 1908 the price sank as low as ¾c per lb.; in 1912,

Congress May Investigate Railroad Elevators.

A resolution was introduced in the House of Representatives Jan. 29 by Mr. Linthicum and enrolled as House Resolution 394, ordering the Com'te on Interstate and Foreign Commerce or a sub-com'te to investigate the operations of grain elevators owned by common carriers. The resolution reads as follows:

RESOLVED, That the Com'te on Interstate and Foreign Commerce, or any sub-com'te thereof, be, and the same is hereby, authorized and directed during the Sixty-third Congress to make a full investigation of and report to the House the number, location, approximate value, capacity, and the receipts and shipments of grain annually for the three years ending Dec. 31, 1913, of grain elevators owned by common carriers subject to the Act to regulate commerce, and whether any of said grain elevators so owned are leased, together with the names, occupation, and business of the lessees and the terms, conditions, and stipulations of said leases; and whether said elevators, operated either by the owners or lessees, are public grain elevators, and the scale of charges for elevation, storage, treatment, and loading of grain; and also what land owned by common carriers subject to the Act to regulate commerce is leased to corporations, partnerships, firms, and individuals engaged in the handling, sale, and distribution of grain and for what consideration; and whether or not the grain elevators on said land are operated as public elevators and the scale of charges charged by the operators thereof for elevation, storage, treatment, and loading grain.

The resolution also authorizes the com'te to require, by subpoena or otherwise, the attendance of witnesses and the production of papers, books, and documents. It was referred to the Com'te on Rules and ordered to be printed.

THE MODEL Milling Co. of Celina, O., is sending a useful little "tight wad" to the trade, bearing a neat little verse to the effect that if trades are sent to the company, the little bill book will always be full.



Rat Proof Crib of Wire Netting on Iron Frame and Concrete Foundation. After Hartley, Bulletin 554, U. S. Dept. of Agriculture.

the largeness of its kernels. Other varieties of commercial importance are White Pearl, Queen Golden, Silver Lace and Mapledale.

Pop corn is produced in nearly every state, but its production assumes importance in comparatively few states. Following is a list of these states, together with the acreage planted to pop corn in 1909: Iowa, 5,345 acres; Nebraska, 2,167; Illinois, 998; Kansas, 520; Ohio, 439; Michigan, 362; California, 361; Indiana, 357; New York, 344; Minnesota, 266; and Wisconsin, 184. The growing of pop corn is concentrated in a few counties in each of these states; in Iowa, Sac and Ida Counties; in Nebraska, Valley, Greeley and Knox Counties; in Illinois, Carroll, Gallatin and La Salle Counties; and in California, Los Angeles County.

The principal centers of production in Iowa are Odebolt, Arthur, Idagrove, Battle Creek, Schaller and Wall Lake; in Nebraska, Arcadia, Bloomfield, North Loup, Ord and Scotia; Kansas, Mapleton, Oskland and Topeka; Wisconsin, Burlington and Waterloo; Illinois, Chadwick, Eureka, Gilman and Paris; and Ohio, Harrison.

Pop corn must be stored only in well-ventilated cribs, such as is shown in Fig. 1 herewith. If the crib is wide, a special A-shaped ventilating device is placed in the middle of the crib thru its entire length. Fig. 2 shows this device, which was originally designed and patented by N. S. Beale, Tama, Ia., and has proved so effective that it is endorsed by government experts (C. P. Hartley and J. S. Willier in Farmers Bulletin No. 554). Cross ventilation is usually also provided.

The pop corn elevator at Arthur, Ia., described on page 132 of the July 25, 1913, Journal, is a good example of the way these elevators are constructed. In this plant, the cribs are only 4 ft. wide; and special provision is made for the quick handling of the grain thru cleaning and cooling machinery in case it heats. The grain must be protected from heating while curing as heating injures its popping quality and food value.

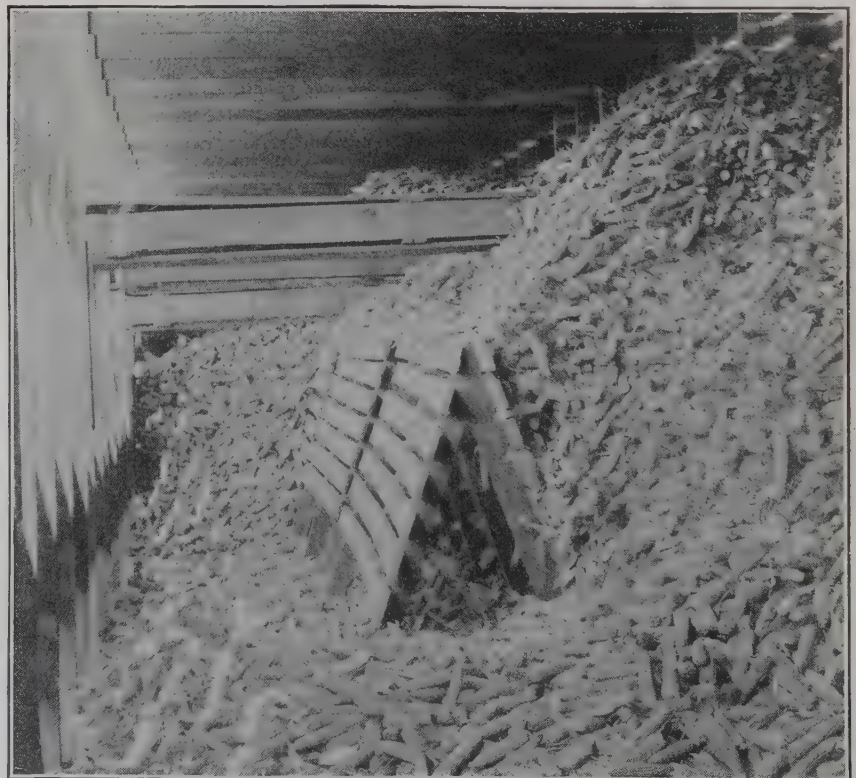
Pop corn should not be marketed until after June 1 of the year following harvest. Farmers often sell their crop to elevator men, who store it, cure it and shell it as needed for market. Some pop corn is grown by farmers under contract. The corn is usually shelled and

sold in 100 or 150-lb. bags. Where grown it went up to 6c. The weight per bu. in most states is 56 lbs. of shelled corn or 70 lbs. of air-dried ears. One hundred pounds of ears should give 80 lbs. of shelled corn.

I READ the Grain Dealers Journal regularly and think it is fine.—Wm. Baugher, Leesburg Grain & Milling Co., Leesburg, Ind.

WE ALWAYS enjoy reading the wide-awake Grain Dealers Journal and wish it continued success.—Blackman & Griffin Co., Ogden, U.

I LIKE the Grain Dealers Journal because of the Supreme Court decisions and the letters from dealers.—C. B. Taylor, mgr., New Berlin Farmers Elevator Co., New Berlin, Ill.



Ventilators in Pop Corn Crib. After Hartley, Bulletin 554, U. S. Dept. of Agriculture.

Feed Grinding.

The grinding of feed for animal consumption presents a phase of the grain business that can be made to yield most attractive dividends, but a slight comprehension of the special character and special requirements of this class of work must be attained before its remunerative possibilities can be fully developed. The average feeder wants corn in the ear, often shuck and all, mixed and ground along with his small grain, the cob or husk serving as the roughage balance for the grain; and this makes a very appetizing feed, as well as a well balanced ration.

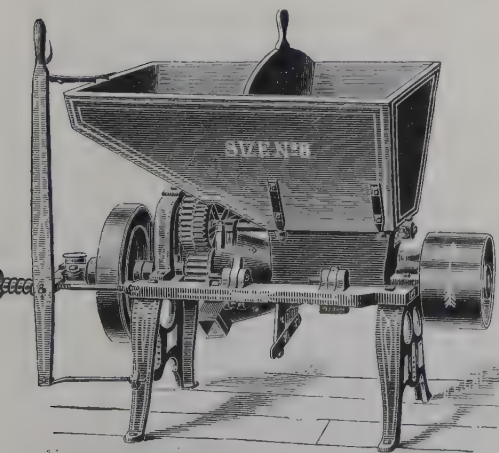
In order to produce this sort of product in the most economical and satisfactory manner, however, it is necessary to be equipped with a practical "general purpose" feed grinder.

The machine shown in the accompanying illustration is manufactured by the N. P. Bowsher Co. It is fitted with divided hopper for handling both ear corn and small grain at the same time, crushing, grinding and mixing the two together in any proportion desired, and reducing the material to almost any fineness wanted. A machine of this type will effect a saving of from one to two operations in the preparation of mixed feeds, which necessarily means higher efficiency and larger profits.

I THINK the Grain Dealers Journal is a very good paper and one that should be read by the grain trade in general.—Chas. Russell, mgr., Lyons, Rich & Light, Foresman, Ind.

"FEDERAL Corn Grades" is a substantial card, 6x9 inches, for the moisture testing room, inspection office or elevator, giving in full in large legible type the new rules of the government for the grading of corn, effective July 1, 1914. Copies will be sent free of charge to readers of the Grain Dealers Journal on application to Hess Warming & Ventilating Co.

THE PRACTICE of storing beans free of charge for farmers is most unwise. If the growers want to hold their beans they should be held in the barn or granary on the farm. In that case the farmer takes all the risk of theft, fire and shrinkage. The elevator man cannot afford as a business proposition to assume those risks for the farmers—without charge. The moisture and handling shrinkage of beans or grain is a big item in the course of a year. Don't run a storage warehouse, run an elevator and run it worth while to yourself and your farmers.—Fred Welch, pres. Michigan Bean Jobbers Ass'n.



Feed Grinding Mill.

Feedstuffs

The H. L. Halliday Milling Co., Cairo, Ill., plans to start its feed mill about Feb. 15.

The feed warehouse of Edmund C. Speer, Roseland, Pa., burned recently, causing a loss of \$8,000.

The Dodge City Alfalfa Milling Co., Dodge City, Kan., recently increased its capital stock from \$6,000 to \$10,000.

The N. Waldo Harrison Co. Baltimore, Md., was recently incorporated to do a commission business in feeds, flour and cereals.

The Otto Weiss Alfalfa Stock Food Co., Wichita, Kan., has installed an additional alfalfa grinder and will soon operate its plant by electricity.

The State of Michigan has commenced the construction of a two-story brick feed mill at the Jackson prison and will equip it with modern feed grinding machinery.

The Albion Alfalfa Meal Co., Albion, Neb., has been dissolved and its mill will be sold. The plant has been idle almost continuously since its construction five years ago.

The Eldridge Sugar & Feed Co., San Antonio, Tex., will erect a plant having a yearly capacity of 100,000 tons, to manufacture Eldridge stock food, now made at Sugarland, Tex.

The Western Grain & Sugar Products Co., Dixon, Cal., recently leased the alfalfa meal mill of the Dixon Milling Co. for one year, and will install another machine so as to double the plant's capacity.

The Alfalfa Products Co., Billings, Mont., which operates a large alfalfa mill at Big Timber, Mont., recently filed a voluntary petition in bankruptcy, listing assets of \$23,975 and liabilities of \$29,787.

M. F. Baringer, a Philadelphia feed dealer, recently brot suit against the Rock County Sugar Co., Janesville, Wis., for \$2,000 damages due to the alleged failure of the sugar company to supply him with beet pulp in 1906.

The Washington County Alfalfa, Mixed Feed & Milling Co., Calhoun, Neb., has made arrangements to open offices in Philadelphia, Pa., to take care of its eastern business, and has made application for membership in the Commercial Exchange.

TRANSIT PRIVILEGE charges on feeds moving from Pennsylvania and New York points to the Atlantic coast are too high. The Mixed Car Dealers Ass'n on Jan. 30 petitioned the Interstate Commerce Commission for relief. This ass'n was organized last year expressly to present this complaint before the Commission.

The National Feed Co., St. Louis, Mo., lost its suit against Henry G. Anderson, Buffalo, N. Y., for \$400 damages and was obliged to pay \$75 in court costs and a counterclaim amounting to \$200.23. The suit was over 25 cars of feed which the National Feed Co. failed to deliver within 60 days after receiving shipping orders.

Because it contained 9.96% screenings, 300 sacks of bran labeled "Pure Wheat Bran" were seized Apr. 9, 1913, by federal inspectors while in the possession of the Champaign Seed Co., Champaign, Ill. The bran was released on May 9, after the manufacturers, the Kelley Milling Co., Kansas City, Mo., paid the court costs and filed a \$300 bond.

The American Alfalfa Milling Co. and Byron Haywood, Kansas City, Mo., have brot suit against the Kansas City Southern Railroad to recover \$11,000 loss caused by the burning of the Phoenix Elevator, Kansas City, Feb. 7, 1914, claimed to be due to a locomotive spark. The milling company owned the elevator; and Haywood owned the contents.

CHINESE RICE MILLS are exporting rice bran to the United States. For the past two years large shipments of bran were made to Germany; but it has only been recently that any was sent to this country. It is sold at Shanghai at around 77c per 100 lbs.; but the cost for transportation across the Pacific is high, amounting to more than twice the first cost, and the bran spoils easily.

THE PENNSYLVANIA STATE CHEMIST, James W. Kellogg, reports the results of feeding stuffs inspection during 1912 in Bulletin 234. This report shows that 1,400 samples of feeding stuffs were obtained by state inspectors and 194 samples were sent in voluntarily by manufacturers and dealers for analysis and inspection. Of these samples, only 4.7% were found deficient in protein and 2.75% deficient in fat, the best showing since 1906, when the law went into effect.

THE JOSEY-MILLER Co., Beaumont, Tex., recently put into operation its new concrete feed mill, which replaced the plant burned Sept. 7. The new mill is 144 by 126 ft. and three stories high and adjoins a warehouse also of fireproof construction. The mill will have a daily output of 4,000 sacks of chops, 500 sacks of meal, 200 sacks of grits, and 2,000 sacks of steam-cooked feeds. The Josey-Miller Co. has been in business eight years and specializes in molasses cattle and poultry feeds.

HORSE FEED containing 24% of oats, oat hulls, factory sweepings, and salt was confiscated by pure food inspectors Apr. 12, 1913, as adulterated and misbranded. The feed, consisting of 300 sacks of 100 lbs. each, was labeled "Mixture, corn, alfalfa, meal and molasses." It was manufactured by the Allneeda Mills Co., East St. Louis, Ill., and sold by the Virginia-Carolina Feed Co., St. Louis, Mo., to J. E. Tate & Co., Memphis, Tenn. On May 13 the Allneeda Mills Co. recovered possession of the feed by paying court costs and filing a \$500 bond.

Exports of Feedingstuffs.

November exports of feedingstuffs, compared with the same month in 1912, and exports during the first eleven months of 1913 and 1912, respectively, as reported by O. P. Austin of the Bureau of Statistics, were, in tons, as follows:

	November		Eleven Months	
	1913.	1912.	1913.	1912.
Bran and middlings..	256	391	4,404	83,437
Dr. grns. & Malt				
Sprts.	4,144	3,947	75,340	67,564
Millfeeds	2,029	9,333	140,703	36,434
OIL CAKE AND OIL CAKE MEAL.				
Corn	3,039	2,615	35,014	33,334
Cottonseed	59,378	79,863	450,455	511,031
Flaxseed	26,178	30,517	397,820	319,349
All other	45	454	1,115	2,454

WE HAVE to have the Grain Dealers Journal. We could not do business very long without it.—Scott & Woodrow Co., Columbus, O.

THE QUAKER Oats Co. on Jan. 31 filed its demurrers to the \$10,000,000 suit brot against it in connection with its absorption of the Great Western Cereal Co. The demurrers contended that the suit is barred by the statute of limitations and also that the allegations named in the bill of complaint are insufficient to support the suit.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—We have decided to delay rebuilding our plant which burned Dec. 13, until late in spring or summer.—Cunningham Com's'n Co.

Texarkana, Ark.—The Land Mlg. Co. opened its plant again Jan. 20 with E. P. Gaines as mgr. and sec'y of the company. T. S. Gaines will be mgr of the plant.

CANADA.

Sintaluta, Sask.—The elvtr. of J. M. Hastings containing 3,000 bus. of grain burned Jan. 22.

Beausejour, Man.—The Celtic Flax Co., Ltd., has been incorporated to manufacture and deal in flax products.

Saskatoon, Sask.—The Grain Com's'ners will hold a meeting in this city Feb. 25, and one at Venn, this province, the preceding day.

Vonda, Sask.—I am now agt. for the British American Elvtr. Co.—P. Martens, Jr., formerly owner of an elvtr. at Sawyer, N. D.

Arthur, Ont.—The Arthur Flour Mills Ltd. incorporated to carry on a milling, flour, feed and grain business; capital stock \$40,000.

Montreal, Que.—Chas. P. Metcalf, well known to the grain and shipping trade in Canada, died Jan. 7 at the age of 70. He had been an invalid for two years.

Montreal, Que.—The Court of Appeals heard argument recently in the suit by Jas. Carruthers Co. against E. A. Schmidt, to recover \$24,317.63 of losses on purchases and sales of grain. The transactions began with a trade in oats for delivery in May, 1909.

Edmonton, Sask.—The final payment of \$50,000 due on the mortgage which was given the provincial government by the Farmers Co-operative Elvtr. Co. has been made by the finance dept. of the government to the elvtr. company. The mortgage was given as security for advances to aid in the elvtr. movement.

Montreal, Que.—The Harbour Com's'n is reported to have asked the government thru the legislature now in session, for the loan of \$15,000,000 for the increasing of the elvtr. capacity of the com's'n, extension of docks and wharves so that more vessels can be taken care of and the construction of added sheds and slips.

Moose Jaw, Sask.—We have leased and are operating the elvtr. built by the Moose Jaw Flour Mills Co., Ltd. This is the new 3,000-bbl. mill being built here but not yet completed. The elvtr. we have is a 150,000-bu. house, located very conveniently on their own tracks connecting with the C. P. Ry., but when the terminal house is completed here we will have connection with all the roads.—J. T. Snodgrass, Snodgrass Grain Co.

Rouleau, Sask.—Claude A. Malden, with Conger & Co., Ltd., recently met with a serious and peculiar accident. With the aid of two other men, he was placing a shaft at the top of the elvtr. legs, standing between the two legs, bracing his feet against one and his back against the other and holding one end of the shafting. His feet suddenly slipped and the shaft struck him full in the face, rendering him unconscious. He slipped rapidly down between the legs which are 60 ft. long but fortunately became wedged between them so tightly that he did not fall. His head was twisted to one side and he was so tightly jammed that it took hours to release him. No bones were broken however, all his injuries being cuts on the face and head. That he was not instantly killed seems almost a miracle.

Winnipeg, Man.—The Grain Com's'ners will hold a meeting in this city, Feb. 11, to consider the question of dockage on outbound shipments from Fort William and Port Arthur.

Govan, Sask.—We will not engage in the grain business as has been reported, at least not at present, dealing only in flour, feed, hardware, groceries, etc.—Govan Grain Growers Co-operative Co., Ltd.

Regina, Sask.—The provincial government and representatives of various loan companies have reached an understanding that changes many objectionable features in the law respecting mortgage loans. Under the Seed Grain Act advances will no longer be chargeable against the land. The municipality will have a lien on the crop only, and the act makes it an offense punishable by fine of \$100 if the borrower disposes of the grain without paying off the lien.

Lethbridge, Alta.—The United Farmers of Alberta had their annual convention in this city Jan. 23 and 24. The question of the adoption of the report of the co-operative elvtrs. caused a strenuous argument but the report was finally adopted by the ass'n. A former employe of the Alberta Co-operative Elvtr. Co. had circulated a caustic and criticising report of the workings of the elvtr. company, a copy of which in a Calgary newspaper had been handed to each delegate and the discussion in regard to the matter waxed hot. E. J. Fream, pres. of the company, was one of the speakers and his clear and concise statements had much to do with the final passing of the report. The minority report was read by Mr. Bevington who held that the way in which the revenues of the company were distributed did not give all a fair share. Henry Sorensen, a member of the elvtr. company, upheld Mr. Bevington's contention. Mr. Bevington said that his report was made entirely without any hard feeling to any of the board because he was convinced that the executive and board of directors had not carried out fully the directions and instructions given at the last annual meeting in the matter of co-operative elvtrs. and that the company that had been brought into existence was not truly co-operative. After another speech by Mr. Fream, explaining fully the work accomplished by the directors and officers of the company, the delegates not only adopted the report but passed a vote of commendation on the officers. J. Tregillus was unanimously elected pres. and W. D. Warner, who had been nominated to oppose him but withdrew in his favor, was made vice-pres. Directors for the year: Austin of Ramfurty, Buckingham of Stettler, Wood of Carstairs, Quinsey of Nobleford, Trego of Gleichen, Clair of Edmonton, and Vickery of Strome. The next annual meeting will be held at Edmonton.

COLORADO.

Fort Collins, Colo.—The Fort Collins Mill & Elvtr. Co. has recently made extensive improvements in its plant. G. B. Irwin is mgr.

Loveland, Colo.—Our plant consists of a 350-bbl. mill, 15,000-bu. elvtr. and 15,000-sack warehouse. We will build an addition to the elvtr. later. All buildings are of concrete with concrete floor in warehouse and a fire-proof engine room. We are at the junction of the U. Pac. and the Gt. W. roads, 8 miles out of Loveland, in the heart of the best grain country in the state. Our officers are Lee J. Kelim, pres. and R. E. Kelim, sec'y.—Kelim Farmers Mlg. & Elvtr. Co.

IDAHO.

Weiser, Ida.—The Supreme Court of Idaho has reversed the decision of the lower court in the suit by the Frontier Milling & Elvtr. Co. against the Roy White Co-operative Mercantile Co. for alleged conversion of grain and potatoes stored with the mercantile company, granting the milling and elvtr. company a new trial.

ILLINOIS.

Monmouth, Ill.—Fletcher Smith has bot the elvtr. of L. B. Efav.

Peoria, Ill.—J. A. Peters has applied for membership in the Board of Trade.

Hudson, Ill.—G. W. Hunt has resigned as mgr. of the Hudson Grain & Coal Co.

Kewanee, Ill.—Farmers are agitating the building of a farmers elvtr. at this station.

Dunlap, Ill.—We expect to paint our elvtr. this coming summer.—Jackson & Shehan.

Brocton, Ill.—Henn & Beggs of Borton have bot a site and will build an elvtr. in the spring.

Carlinville, Ill.—C. Fieker & Co. has bot a National Automatic Scale and will buy a car loader.

Radford, Ill.—I have succeeded C. W. Rice as mgr. of the Evans Elvtr. Co.—J. E. Radford.

State Road sta. (Ogden p. o.), Ill.—Frank Hetro is now mgr. for E. C. Sadorus at this station.

Manteno, Ill.—The elvtr. of the West Bros. Grain Co. has been covered with corrugated iron.

Stanford, Ill.—Roy Railsback of Hope-dale has purchased an interest in the Kearby-Holmes Elvtr. Co.

Steward, Ill.—A. Coon has resigned as mgr. of the Farmers Elvtr. Co. and will leave the company Mar. 1.

Beecher, Ill.—Paul Kuhn & Co. of Terre Haute, Ind., have leased the elvtr. of Heldt Bros.—Wm. Werner & Son.

De Kalb, Ill.—The John McGirr Elvtr. is out of business and I do not think it will ever start up again.—O. W. Phelps.

Fairland, Ill.—We are putting in a crushed rock drive from our scales to the elvtr.—J. M. Ervin, agt. Paul Kuhn & Co.

Middletown, Ill.—We have installed an ear corn elvtr. and find it very convenient.—A. J. Brannan, mgr. Middletown Grain & Coal Co.

Lexington, Ill.—The local elvtrs. have given notice that they will comply with the Public Utilities Law in regard to storing grain.

Winslow, Ill.—J. C. Van Matre and myself have bot the elvtr. of G. G. Emrich and took possession Feb. 1.—W. V. Heckman, Orangeville.

Bement, Ill.—The annual report of the Bement Elvtr. Co. shows that the company spent \$3,700 in improvements in its 2 elvtrs. here last year.

Pittsfield, Ill.—The M. D. King Mlg. Co. will install 2, 150-h.p. boilers in its plant. The Jos. F. Wangler Boiler & Sheet Iron Works Co. has the contract.

Jacksonville, Ill.—Earl Austin, employed by the E. B. Conover Grain Co., is dying at the Kelso Sanitarium, where he underwent an operation for appendicitis.

Grand Pass sta. (Pearl p. o.), Ill.—The C. & A. Ry. Co. has secured a site at this point and will build a large concrete and hollow tile terminal elvtr. of the circular bin type.

Pekin, Ill.—The recently organized Farmers Grain Co. has bot the site of the Philip Herget Malt House, which burned some years ago, and will build an elvtr. at an early date.

Fisher, Ill.—The Farmers Grain & Coal Co. and the village board have installed a 300 candle power electric light on top of the elvtr. that lights up a great deal of the town.

Cairo, Ill.—The Halliday Elvtr. Co. has moved into larger and more convenient offices.

Lilly, Ill.—Walker, Viemont & Sparks have made many repairs at their elvtr. Recently the engine broke down and the elvtr. was closed for a few days, but is now in operation.

Flanagan, Ill.—We had two elvtrs. at this station and sold one of them to Sherry Bros. We are still operating the other house.—F. J. Craner, mgr. Farmers Grain & Coal Co.

Brock sta. (Chicago Heights p. o.), Ill.—We have sold our elvtr. at this station to the Farmers Elvtr. Co. of Grant Park for \$8,000. We give possession Feb. 21.—Wm. Werner & Son, Beecher.

Grant Park, Ill.—Paul Kuhn & Co. of Terre Haute, Ind., have bot the elvtrs. of the Holzman, Bennett Grain Co. at this station, Solitt, Judy, Polk and Puder.—Wm. Werner & Son, Beecher, Ill.

Peterstown sta. (Mendota p. o.), Ill.—Henry Schneider is pres. of our company, John Sondegrott, vice-pres., C. Funfsinn, treas., and Theo. C. Sondgerott, sec'y-mgr.—Farmers Elvtr. & Supply Co.

Kewanee, Ill.—Four carloads of salvaged grain from the elvtr. of W. B. Cavanaugh, burned Jan. 7, have been shipped to Chicago parties by Geo. Johnston, who was appointed to look after the salvage.

Kemp, Ill.—My father and I have sold our interest in the elvtr. of Cuppy & Munson to Mr. Munson and will give possession Mar. 1. We do not intend to quit the game and will look for another location.—A. Cuppy.

Granite City, Ill.—The plant of the Corn Products Refining Co. is running to capacity, the full force of men being put to work Feb. 1. The plant had been closed since the holidays, and has been thoroly overhauled.

Chrisman, Ill.—The Thayer Elvtr. Co. is out of business, both elvtrs. at this station being operated by the Hartley Elvtr. Co. A. K. Hartley, R. L. Waldruff and myself are owners of the company.—Oscar Jones.

Bruce, Ill.—The elvtr. of R. C. Parks, containing 3,000 bus. of corn and 1,500 bus. of oats, burned at 12 p. m., Jan. 25; loss \$6,000; insurance \$3,500, besides full insurance on grain. It is that that the blaze started from a spark from a passing train.

Lincoln, Ill.—The Bassett Grain Co., of Indianapolis, Ind., was given judgment for \$500 Jan. 27 against J. Edward Miller, formerly owner of the elvtr. at Hartsburg, in a suit to recover \$625 damages on account of shipments of corn to Indianapolis.

Deland, Ill.—Bert Porterfield, Jr., member of Porterfield Bros. formerly in business here, has traded his farm for the elvtr. of W. F. Hardin and will take possession Mar. 1. Mr. Hardin will enter the business at some other point. The trade was made thru James M. Maguire.

Ashland, Ill.—F. W. McLaughlin, mgr. of the Farmers Elvtr. Co. of Philadelphia, has succeeded M. J. Murray as mgr. of the Farmers Elvtr. Co., Mr. Murray having resigned to enter a bank. Mr. McLaughlin will continue to manage the elvtr. at Philadelphia in addition to the one here.

Bruce, Ill.—I will build a 25,000-bu. elvtr. to replace the house burned Jan. 25. It will be equipped with sheller, cleaner, one leg, automatic scales and 3 dumps. We will operate by gasoline power and the building will be of studded construction. The elvtr. was not leased to L. R. Garret at the time of the fire.—R. C. Parks, Kirksville.

The new board of com'sners of the Illinois and Michigan Canal, recently appointed by Gov. Dunne, has announced that the "tadpole" ditch is to be cleaned and deodorized. Then the fish and game commissioners will ship in several carloads of game fish. This will make it navigable (?) as demanded by the Federal Government?

Joliet, Ill.—A supplemental dividend of 30% has been declared by Referee in Bankruptcy Sprague for the Truby Grain Co. Of the 33 creditors who had grain stored in the elvtr., one has participated in this distribution, the others claiming the full amounts.

Earlville, Ill.—James Turk, night watchman in the elvtr. of the Earlville Grange Elvtr. Co., discovered a burglar, ready to dynamite the company's safe when he entered the office of the elvtr. on his rounds Jan. 26. Turk forced the thief at the point of a revolver to call up the town marshal to come and arrest him. He gave his name as Raymond Lope and claimed Chicago as his home.

Manteno, Ill.—At the opening of the new elvtr. of the Farmers Elvtr. Co., Jan. 19, a \$10 gold piece was offered to the farmer bringing the most grain to the elvtr. on opening day and a \$5 gold piece to the one bringing the largest load. The first prize was won by A. Benoit, who delivered 582 bus. of oats, the second going to J. Hendrickson who had 149 bus. and 22 lbs. of oats on a single load.

Springfield, Ill.—A meeting of the managers of farmers elvtrs. in the Springfield district was held at the St. Nicholas Hotel Tuesday evening, Feb. 4, 12 managers being present. Subjects of peculiar importance to the managers were discussed. It was decided that as many as possible should attend the convention at Ottawa, Feb. 17-19. It was also shown that the corn crop at the stations represented was only 46% of a average crop and that 24% of that crop had been handled.

Maroa, Ill.—Chas. Wright, mgr. of the elvtr. of J. L. Francis, caught his right arm in the machinery at the elvtr. Jan. 14 and was thrown onto the main belt, the weight of his body throwing the belt off and probably saving his life. His injuries consist of a compound fracture of the arm, the elbow being fractured and the arm crushed, a dislocated hip and many severe cuts and bruises. Mr. Wright has been unfortunate indeed. On Dec. 12, 1912, he had his arm almost torn off in nearly the same manner, in the same elvtr., then operated by the Duvall Grain Co.

Peoria, Ill.—We are indebted to Sec'y John R. Lofgren for a copy of the 43d annual report of the Board of Trade, containing a full list of the officers, standing com'ites and members for the current year, and a list of the officers since 1870. It also contains a brief but pungent general review and statistical reports of the U. S. Agricultural Dept.; detailed statistics of the exchange including weekly receipts and shipments of flour and grain for the last 34 years and a list of the elvtrs., giving capacity and charges; and full railroad statistics of receipts and shipments over the 14 roads running into this city. There is also an interesting recapitulation.

La Rose, Ill.—The doors of the La Rose Bank failed to open as usual on Jan. 26 and shortly afterward word was circulated that the bank was in the hands of receivers. The bank was founded in 1896 by J. A. Simpson, well known grain man of Minonk. F. N. Rood, Mr. Simpson's son-in-law, was cashier of the bank and also mgr. of and partner in the elvtrs. operated by the La Rose Grain Co. It is said that he speculated in grain and lost large sums of money. The liabilities are listed at \$92,000 and assets at \$55,000 with deposits of \$37,000. Mr. Simpson retired from the active management of the bank 6 years ago, but has assured the depositors that he will settle in full. Mr. Rood was allowed to go unpunished by Mr. Simpson. Harry Taggart, the well known Wenona grain man, has been appointed receiver of the bank, and of the La Rose Grain Co., and also of the lumber, paint and wall paper business, which are included in the assets of the bank. The failure of the bank and the grain company will in no way affect the grain business conducted in this city and Woodford by Mr. Simpson and his son.

Illinois has long had a State Board of Examiners of Architects, the prime purpose being to license the efficient and prevent the incompetent attempting to build any structure in the state. Nevertheless the barn builders and the cheap contractors have built many weak structures, oft-times without even having plans or specifications. Some of these have fallen. The Chicago Architects Business Ass'n is trying to effect a reform by appealing to the Governor. Whether or not it will succeed in driving out the incompetents remains to be seen.

CHICAGO NOTES.

Edw. H. Bagley recently retired from the grain com'sn business.

T. F. Bedford has resigned as treas. of the Corn Refining Products Co.

The Public Utilities Com'sn will hold its regular meeting in this city Feb. 12.

Thos. J. Friel with Crighton & Lasier has been appointed an income tax collector.

A. L. Pacaud, for years one of the largest oats traders of the world, died recently in Montreal, Can.

The Board of Trade will be closed on Monday, Feb. 23, since Washington's birthday falls on Sunday.

The rate of interest on advances for February has been placed at 5½% by the directors of the Board of Trade.

Pres. Canby of the Board of Trade was called to New York City, Jan. 24, by the sudden death of his mother.

John O. Monroe, a member of the Board of Trade since June 17, 1864, died at his home in Austin, Feb. 3, at the age of 83.

Sam Finney, who recently returned from a long vacation in California, has been added to the cash grain dept. force of Keusch & Schwartz Co., and will represent them on the floor.

Day & Kirby is a new firm that has been organized by Minthorne M. Day to do a brokerage business. The firm will have offices in Earlville and Shabbona, in connection with Walter Fitch & Co.

Robert Boylan was re-elected pres. of the Board of Trade Clerks' Fellowship Club at the annual meeting Jan. 30. Other officers named were: Frank J. Murray, vice-pres.; John Darcy, sec'y-treas.; John Spellman, Frank Ryan, Wm. J. Kennedy, Robt. W. Darcy and Ray Burke, directors.

Sidney H. Woodbury, a member of the Board of Trade since 1881, died Jan. 27. He was one of the most popular men on the floor when he was taking active part in the trading and leaves a large circle of friends. He retired in 1909 and spent much of his time in traveling since then. He was 58 years old.

Traffic moving from Illinois stations on the Chicago, Indiana & Southern and Elgin, Joliet & Eastern Rys. to Chicago is interstate as part of the haul is in Indiana. The increases in grain rates, authorized by the Interstate Commerce Commission to become effective Jan. 8, apply to this traffic.

The annual dinner of the Board of Trade Club was held at Hotel Sherman, Jan. 27, and the following officers were elected: John E. Bellot pres., Robert W. Buckley vice-pres., Daniel Laughlin sec'y and Louis C. Brosseau treas. The members of the executive com'ite are Arthur S. Bliss, Peter J. Brown, Winfield S. Day, Kenneth P. Edwards and Andrew Hazelhurst.

Frank M. Baker has organized a grain and provision com'sn firm and will operate as F. M. Baker & Co., succeeding Traxler & Baker. Mr. Baker has been connected with the Nash-Wright Grain Co. for the last 14 years and has had 30 years experience in the grain trade. He was born in New Carlyle, O., in 1861, and his first position in Chicago was with Pope & Davis, predecessors of the Pope & Eckhardt Co. Mr. Baker is well known both by terminal market men and by country shippers; and the new company embarks in business under the most auspicious circumstances.

Paul F. Town, who has been with Mr. Baker for the past five years, will represent the company on the road.

The 1,200,000-bu. elvtr. of the Armour Grain Co., known as the Minnesota Annex Elvtr., burned at 10 p. m., Feb. 7. It was one of the group of elvtrs. of the Armour Grain Co. on the North Branch of the Chicago River and was a substantial brick veneered building connected with the Minnesota Elvtr. of the company, by an underground conveyor and having its own head-house. It was 8 stories high and contained 590,000 bus. of wheat, 310,000 bus. of oats, 95,000 bus. of corn and 5,000 bus. of rye, a total of 1,000,000 bus. Long strings of freight cars hindered the fire companies in reaching the elvtr. and the intense cold made it almost impossible to control the flames, which threatened to spread to the Minnesota elvtr. and Elvtrs. A and B near by. They were all saved, however. At 11 p. m. the roof slid into the river. The loss is fully covered by insurance. No decision has been made as to rebuilding the burned house. It is thought there will be little salvage on the grain.

INDIANA.

Crete, Ind.—Geo. T. Bowen has succeeded Bowen & Macy.—Henry Bowen.

Union City, Ind.—The John Parent Co. has succeeded John Parent & Co.

Cambria, Ind.—My successor is A. J. Beeler, who will take possession Feb. 24.—J. R. Beach.

Logansport, Ind.—Chas. W. McCormick, of Chas. McCormick & Son, is a candidate for the office of county treas.

Martinsville, Ind.—The Branch Grain & Seed Co. will install new machinery in its elvtr.—Thornburg Mill & Elvtr. Co.

Orleans, Ind.—The Orleans Mill & Elvtr. Co. incorporated; capital stock \$15,000; incorporators E. M., A., and P. Heise.

Lawrenceburg, Ind.—We have dissolved partnership, Mr. Bateman continuing the business.—W. A. Van Horn, of Van Horn & Bateman.

Evansville, Ind.—Wilbur Erskine, Jr., and Miss Allyce Lowe were married Jan. 28. Mr. Erskine is a member of the Erskine Mfg. Co.

Lynn, Ind.—We have bot the elvtr. of Norman Anderson, operating as the Lynn City Mill & Elvtr. Co. We will operate as Berry Bros.—W. E. Berry.

Windfall, Ind.—The Windfall Grain Co., which recently succeeded the Urmston Grain Co. will operate elvtrs. here and at Hemlock, Nevada and Curtsville.

Sheldon, Ind.—The Sheldon Exchange incorporated to deal in grain; capital stock \$25,000; directors are John R. McMahon, Louis Moldney, J. S. Duff, C. J. Thiele and G. H. Gutermuth.

Jamestown, Ind.—We are painting the mill we recently bot, white and will make it a sanitary plant. We will put out Oliver's Noxemall Products, using the one brand for all. We intend to bring the plant up to the highest standard. N. E. Oliver is sec'y-treas. and I am pres.—Chas. E. Oliver, Jamestown Mfg. Co.

Dana, Ind.—After trial had been begun in a suit for damages of \$10,000 by William Kuehn against the National Elvtr. Co., a compromise was effected, the company, it is said, paying \$5,000 to the plaintiff. Kuehn was injured while at work in the company's elvtr. and the suit was brot at Terre Haute on change of venue.—C. L.

Winchester, Ind.—Goodrich Bros. will begin receiving grain in their 75,000-bu. concrete elvtr. about Mar. 1. The house is a transfer and cleaning station for their line of country elvtrs. and is equipped with a large capacity Monitor Clipper and Cleaner, Fairbanks Hopper Scale, 4,000-bu. Ellis Drier, 5,000-bu. track receiving leg and a 2,500-bu. wagon receiving leg. Steam power is used, the boiler having a concrete smokestack. The plant was built by the Burrell Engineering & Construction Co. and the equipment furnished principally by the Weller Mfg. Co.

New Riegel, Ind.—Jacob Wetzel, grain dealer, fell from the top of a corn elvtr. into an open barrel and broke his arm in two places.

Frankton, Ind.—The Farmers Grain & Coal Co. recently bot a site and announced that it would build an elvtr., having failed to make a satisfactory arrangement with J. P. Shoemaker, pres. of the company, for his elvtr. Matters have now been adjusted however and the elvtr. has become the property of the farmers company. W. H. Wise is sec'y.

Evansville, Ind.—The Chas. W. Brizius Sons Co. incorporated to deal in grain and flour; capital stock \$10,000; incorporators and directors, C. H. Hitch, S. G. Rickwood and L. E. Fricke. The company will take over the warehouse in this city which has been operated by Chas. Brizius but the Brizius Co. will continue to operate the mill at Newburg. C. A. Hitch will be mgr.

INDIANAPOLIS LETTER.

In an address before the Indianapolis Transportation Club L. A. Clark, traffic manager for Ball Bros. at Muncie, one of the largest shippers in the state, pleaded for the proposed advance in freight rates of 5%. The club took no action.—C. L.

Edgar T. Shaneberger of the Acme-Evans Mfg. Co., Solomon M. Horney and Carl W. Sims of the J. T. Sims Co. of Frankfort have been admitted to membership in the Indianapolis Board of Trade.—C. L.

The governing com'te of the Board of Trade has agreed to name a joint com'te with the Chamber of Commerce to take charge of a cereal exhibit from Indiana, proposed for the San Francisco Exposition next year.—C. L.

Upon recommendation of the grain com'te of the organization, Fred Winders, Winders Grain Co., was refused membership in the Indianapolis Board of Trade and was asked to vacate the Board of Trade building. Winders has started a grain concern, known as the Central Grain Co., with offices in the Marion bldg., Indianapolis.—C. L.

Pres. H. H. Deam of the Indiana Grain Dealers Ass'n has appointed the following arbitration com'te for 1914: C. B. Jenkins, Noblesville; A. F. Files, Indianapolis; O. J. Thompson, Kokomo; Bennett Taylor, Lafayette, and William Nading, Shelbyville. Under the rules that govern the ass'n the arbitration committee is composed of five men, three of whom constitute the trial court.—C. L.

The following statement shows the Board of Trade inspections of grain for the week ending Feb. 7, 1914, and stocks on hands: Feb. 7, wheat in store, 221,088 bus.; corn, 505,810 bus.; oats, 111,286 bus.; Feb. 1, 1913, wheat in store, 378,218 bus.; corn, 419,766 bus.; oats, 184,120 bus. Inspections for the week ending Feb. 7 were: Wheat, 12,000 bus.; corn, 278,000 bus.; oats, 56,000 bus.; and no rye.—C. L.

Flour millers in Indiana are co-operating with others in Ohio and Michigan in a vigorous protest to the Interstate Commerce Commission, against the proposed 5% increase in freight rates. If the increase is granted, millers in the Northwest and Southwest, it is asserted, will be able to ship flour via the Ohio gateways to the Atlantic seaboard, two-tenths of a cent cheaper per hundred pounds than millers in C. F. A. territory which would result in a severe loss to Indiana millers.—C. L.

A resolution that had been adopted at the fifth annual meeting of the Council of Grain Exchanges, at Chicago, was indorsed by the governing com'te of the Indianapolis Board of Trade. The resolution was in relation to bills now pending in Congress to regulate dealings in farm products in the various markets of the country, including boards of trade and grain exchanges. The resolution adopted here expresses a sincere desire to co-operate with any commission that Congress may create to inquire into conditions before enacting any legislation regulating grain exchanges or boards of trade.—C. L.

Charles W. Fairbanks of Indianapolis, former vice-president of the United States, has been appointed chairman of the com'te which will have charge of Indiana's agricultural exhibit at the San Francisco Exposition in 1915.—C. L.

The Indiana Public Service Commission has before it a case in which a test is being made of the loss and damage law put through the Legislature by the Indiana Shippers Ass'n and the Indiana Grain Dealers Ass'n. This law provides that when a claim for lost or damaged freight is rejected by the carrier the consignor or consignee may appeal to the Public Service Commission, which has power under the law to collect the claim through the Circuit Court. The case now being fought out involves a shortage in shipments of grain by the Star Elevator Co. of Indianapolis to the James R. Walsh Distilling Co. of Lawrenceburg. The Big Four is made respondent in the proceedings, thru its refusal to pay the claim. The hearing was before Judge Clark of the commission and his decision, if favorable to the elevator company, may provoke a multitude of similar suits.—C. L.

IOWA.

George, Ia.—R. C. Buran is now mgr. of the Farmers Elvtr. Co.

Elliott, Ia.—Chas. Dewitt has bot the elvtr. of D. W. Brick.

Des Moines, Ia.—The Snyder Grain Co. has moved to the Hubbell Bldg.

Inwood, Ia.—The Farmers Elvtr. Co. will probably install an electric motor.

Woodbine, Ia.—John Brandon has sold an interest in his elvtr. to Sidney Coe.

Wesley, Ia.—The Farmers Co-operative Society has installed a moisture tester.

Rake, Ia.—A 10-h.p. gasoline engine has been installed by the Farmers Elvtr. Co.

Tipton, Ia.—I have installed new motors in my elvtr. and feed mill.—W. W. Little.

Eldora, Ia.—I have bot the elvtr. of H. A. Schmidt at this station.—W. G. Lettow.

Blandon, Ia.—I am the mgr. of the Farmers Elvtr. Co. here.—Chas. Weideman.

Inwood, Ia.—L. Keller, formerly agt. for the A. H. Betts, is now mgr. for the Hunting Elvtr. Co.

Minburn, Ia.—Geo. Hoffman was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting.

Carrville sta. (Charles City p. o.), Ia.—E. A. Bing is now mgr. for the Farmers Exchange at this point.

Moorland, Ia.—F. G. Peterson has succeeded T. J. Allen at this point.—I. Bird, mgr. Farmers Elvtr. Co.

Farnhamville, Ia.—The Farmers Elvtr. Co. has let the contract for a 35,000-bu. elvtr. to the Newell Const. Co.

Shellsburg, Ia.—The Shellsburg Grain & Lbr. Co. is remodeling its elvtr. The Newell Const. Co. is doing the work.

Brunsville, Ia.—C. G. Mammen was elected pres. and G. F. Null vice-pres. of the Farmers Elvtr. Co. at the recent annual meeting.

La Porte City, Ia.—W. H. Milne, mgr. of the Tama-Benton Grain Co. at Dysart, will be mgr. for the Farmers Elvtr. Co. after Mar. 1.

Ute, Ia.—We are installing an automatic scale in our elvtr. and will make other improvements.—G. H. Lenter, mgr. Burke Bros. & Marn.

Cedar Rapids, Ia.—J. H. Barrett, formerly auditor for the Western Elvtr. Co., has been traveling for Lamson Bros. & Co. this winter.

Cedar Rapids, Ia.—The Anchor Mills, recently bot at sheriff's sale by John A. Reed, will be wrecked and a power plant built on the site.

Inwood, Ia.—We have purchased the elvtr. of the L. J. Button Elvtr. Co., and will operate as the Klein Bros. Grain Co.—W. H. Klein, mgr.

Dewar, Ia.—Work has been started on the new elvtr. of Follett & Emert to replace the house burned Jan. 9. The new house will be 24x24 ft.

Holland, Ia.—John Siefken was elected pres., C. J. Franken sec'y and Geo. Reler treas. of the Farmers Elvtr. Co. at the recent annual meeting.

Leland, Ia.—The elvtr. of J. F. Dunbar, containing 400 bus. of corn and 200 bus. of oats, burned at 11:30 p. m. Feb. 1; loss \$4,000; covered by insurance.

St Anthony, Ia.—Mackin & Harlan bot the elvtr. of the Farmers Elvtr. Co. at this station, instead of at Little Rock, as reported in this column Jan. 25.

Wightman, Ia.—At the recent annual meeting of the Farmers Elvtr. Co. J. Lauer was elected pres., D. H. Parker vice-pres. and Frank Spinia sec'y-treas.

Williamsburg, Ia.—Harry E. Hall, who has been in the grain business at this point since 1884, has been nominated for congressman in the Republican ticket.

Britt, Ia.—Nels Larson, formerly mgr. of the Farmers Elvtr. Co. at Crystal Lake, has succeeded J. P. Whitney as mgr. of the Farmers Industrial Union Elvtr. & Lbr. Co.

Emmettsburg, Ia.—The Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators and officers F. Ziegler pres., James Brennen vice-pres. and S. D. Bickford sec'y.

Morley, Ia.—C. S. Peet's 20,000-bu. elvtr. is practically completed. It has modern equipment thruout, including a 35-h.p. kerosene burning engine. Orr Bros. are doing the work.

Inwood, Ia.—G. A. Lyon has bot the elvtr. of A. H. Betts and has installed a 5-h. p. electric motor in place of the gasoline engine.—W. H. Klein, mgr. Klein Bros. Grain Co.

Bayard, Ia.—The Farmers Elvtr. Co. elected the following officers at its recent annual meeting: Chas. Manille pres., Dan Howe vice-pres., G. D. Ford treas. and E. E. Barnes sec'y.

Turin, Ia.—The Turin Elvtr. Co. has elected the following officers: L. J. Reybold of Onawa, pres.; Walt S. Moore of Turin, vice-pres.; Rinehart of Turin, sec'y, and F. W. Bisbee, treas.

Cedar Rapids, Ia.—The Douglas Co. does not intend to build a corn mill as has been reported. The company has made extensive interior improvements and is now grinding 10,500 bus. of corn daily.

Dillon, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: H. Brucklacher, pres.; C. L. Nuese, vice-pres.; A. F. Freiboth treas. and W. R. Lippincott sec'y.

Charles City, Ia.—Chas. Mitchell was elected pres., E. A. Staebler sec'y and W. R. Schlick treas. of the Farmers Exchange at the recent annual meeting. H. J. Bennett has succeeded T. G. Schilling as mgr.

Davenport, Ia.—C. E. Griffith recently purchased one of the two elvtrs. of the Interior Grain Co. in this city, which was formerly owned and operated by the defunct D. Rothschild Grain Co. Elvtr. "B" is the elvtr. sold.

Crystal Lake, Ia.—Both elvtrs. here are being repaired to handle next crop. B. J. Smith has succeeded Nels Larson as mgr. of our elvtr., Mr. Larson going to Britt to manage the Farmers Industrial Union.—Crystal Lake Ass'n.

Napier (Luther p. o.), Ia.—The Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators, E. B. Ball pres., S. A. Wallace, vice-pres., J. A. Judge sec'y and C. L. Siverly treas. The new company has bot the elvtr. of C. H. Burlingame.

Cedar Rapids, Ia.—The Western Grain Dealers Ass'n will hold its annual convention in this city April 9-10 with headquarters at Hotel Montrose, the management of which has offered a large space in the lobby for display purposes. The Commercial Club will have charge of the entertainment, which includes visits to the local industries, including the plants of the Quaker Oats Co. and Douglas Starch Co. A luncheon will also be served.

Gowrie, Ia.—C. G. Messerole, mgr. of the Farmers Elvtr. Co., died Jan. 25 of diabetes. He was at one time sec'y of the Farmers Grain Dealers' Ass'n of Iowa and was well known in grain circles, having at one time owned and operated an elvtr. at Sterling, Ill.

Cedar Rapids, Ia.—The Jackson Grain Co. has bot the old White Cereal Mill which has been operated by the Cedar Rapids Cereal Mill Co. The plant will have a storage capacity of 85,000 bus. and will make its own line of feeds and also clean grain from its 10 country grain stations and reship it to interior points. A number of improvements will be made. Possession is to be given Feb. 10.—S.

Alton, Ia.—The oldest son of Geo. Eisentrager was playing in the elvtr. of the Farmers Elvtr. Co. recently with a number of other boys. The children were amusing themselves by sliding down the slope of a pile of corn in a bin. The corn was being loaded into a car and the boys slid into the hole made. Each boy accomplished the feat several times before the Eisentrager child went too far and was drawn down into the corn and sucked under. He was dead when taken from the bin.

Eldora, Ia.—H. A. Schmitt, formerly prop. of the Schmitt Elvtr., has disappeared and has not been heard from for some time. When he left the city he stated that he was going to Minneapolis, and a letter from him there states that he has decided never to return and is leaving for parts unknown. At the time he left he had about \$15,000, most of it said to have been borrowed from old friends and his mother. He was formerly mgr. of an elvtr. at Holland and later at Wellsburg and at one time was mgr. of the Farmers Elvtr. Co. at Grundy Center. Two years ago he bot the Olson Grain Elvtr., which since his disappearance has been sold to W. G. Lettow by his relatives. He leaves a wife and 5 children, one being only 6 months old.

Sioux City, Ia.—At the recent annual meeting of the Board of Trade the following officers were elected: J. A. Tiedeman, pres.; M. King, vice-pres.; J. C. Mullaney, treas. and J. J. Mullaney sec'y. Pres. Tiedeman has appointed the following committees for 1914: Appeals H. J. Hutton, F. L. Eaton, William Slaughter, M. King, J. H. McKeane. Arbitration H. H. Dwight, E. A. Fields, Paul A. Ketels, H. A. Johns, C. C. Flanley. Elevator Mr. King, Mr. Hutton, Mr. McKeane. Quotation Mr. McKeane, Mr. Fields, C. J. Zeller. Grain J. J. Mullaney, Mr. Zeller, Mr. King, Mr. McKeane, Mr. Flanley, S. E. Trask, Paul Larson. Transportation Mr. Eaton, Mr. Hutton, W. H. Carter, Mr. Flanley, Mr. King. Discount J. J. Mullaney, Mr. King, Mr. McKeane. Alleged Violation Rules Com'lte Mr. Flanley, Mr. Hutton, Mr. Harter.

KANSAS.

Wellsford, Kan.—The Wellsford Grain Co. has let contract for an addition to its elvtr.

Wheaton, Kan.—Philip and Paul Casandier have leased the elvtr. of J. S. Force. A. Junad will be mgr.

Glasco, Kan.—The Farmers Elvtr. Co. will tear down its old house and build a 30,000-bu. elvtr. on the site.

Hamilton, Kan.—I have engaged in the grain business here, operating as the Hamilton Grain Co.—J. S. Widder, Madison.

Cheney, Kan.—The directors of the Cheney Mill & Power Co. have been instructed to sell the property of the company as soon as possible.

Cuba, Kan.—I have purchased my father's share in our business.—A. C. Klauman of A. C. Klauman & Co.

Pixley sta. (Sharon p. o.), Kan.—The Hunter Mfg. Co. of Wellington leased the elvtr. of J. D. Infield at this station which was formally operated by Dobbs & Murphy.

Mt. Hope, Kan.—I will resign as mgr. and sec'y of the Farmers Elvtr. Co. Mar. 1. Clark French of Colwich will succeed me. I expect to go to Montana about Mar. 10.—W. D. Brewer.

Penalosa, Kan.—The Farmers Grain & Merc. Co. has doubled its capital stock, which is now \$10,000. A new elvtr. will be built in the spring.

Ellsworth, Kan.—We are at a loss to understand how the report that John Stephans had bot an interest in our firm, became current. There is no truth in it.—Ellsworth Mill & Elvtr. Co.

Englewood, Kan.—The following officers were elected at the recent annual meeting of the Farmers Grain & Supply Co.: J. Wolf, pres.; J. E. Gross, vice-pres.; C. Newby, treas., and E. J. Bark, sec'y.

Muscotah, Kan.—We are contemplating some changes and improvements in the elvtr. we recently bot of Wm. Dunkel, but have not decided just what we will do at present.—W. R. Miller, director, Farmers Grain & Supply Co.

Clyde, Kan.—The 85,000-bu. concrete elvtr. of the Clyde Mill & Elvtr. Co. is nearing completion. The elvtr. is absolutely fire proof, no wood being used whatever, steel being used for window frames and sashes. The company will carry no insurance.—Chris Mather.

Cheney, Kan.—Ed. Anderson and others have bot suit against the Cheney Grain & Elvtr. Co. for \$553, alleging that some of the officers of the company sold 153 shares of stock in the company to relatives and favorites for \$3 each when the face value of the shares is \$5 and they are actually worth \$6.25.

Hudson, Kan.—The Stafford County Milling Co. will replace its frame mill and elevator, destroyed by fire last fall, with a 500-bbl. concrete mill and 4 round concrete tanks of 40,000 bu. capacity. The Burrell Engineering & Construction Co. has the contract; the Wolf Co. will furnish the equipment; plant to be completed June 15.

Lawrence, Kan.—An unloading elvtr. will be erected by the Bowersock Mill & Elvtr. Co. which will do away with the hauling of the grain across the river to the mill as is done at present. The new structure will be 25 ft. square and 25 ft. high, having a capacity for 14 cars daily. The present arrangement only allows for 4 cars a day. Work will be rushed on the building.

TOPEKA LETTER.

During the year 43 individuals and firms, members of the ass'n, discontinued business, 22 members resigned and one died; 66 new applications were received.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Sec'y Smiley is asking members of the Ass'n how many of them would care to take a trip by boat up the Mississippi from St. Louis to St. Paul. The round trip would require 7 days and could be made at a cost of \$41 per person, if a sufficient number can be secured to make the trip.

We feel quite sure that the ultimate results of the adoption of the government rules for corn grading will mean endless trouble for the buyer unless the Federal Government takes entire charge of inspection of all inter-state shipments, issuing the inspection certificates and standing back of same.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan.—The semi-annual statement of George B. Ross, state grain inspector, compiled recently for the 6 months ending Jan. 1, 1914, shows the receipts of the dept. for the 6 months to have been \$12,382.48, with expenses totaling \$10,378.34. The report also shows the receipts for December to have been \$2,051.07, compared to expenses of \$1,522.67.

It is reported that there is a shortage of seed corn in many parts of the state, but we believe there is a sufficient amount of old and new corn good enuf for seed in the state if it can be located and distributed. If there is any seed corn obtainable in your neighborhood please advise the amount and variety and state at about what price you can furnish it, and we will endeavor to furnish those needing seed, with your name and address, so that you can deal with them.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Since Geo. B. Ross became chief state grain inspector, he has had a change of heart and now states that he favors the introduction of a bill in the next session of the legislature, making the inspection and weighing of all grain compulsory. Now, what does compulsory inspection and weighing by the state mean? It means the Chief Grain Inspector will be given authority by law to locate deputy inspectors and weighmasters at as many points within the state as he desires. It means further that owing to the location of mills in practically every mill center in the state, it will require several weighmasters to actually do the weighing at these several industries. It may be somewhat of a surprise to you to know that in the past the deputy inspector acting as weighmaster frequently has left his certificate in blank with the elvtr. foreman, who fills in the amount contained in the car during the deputy's absence and turns same over to the deputy, who reports that he personally weighed the contents of a certain car and found same to contain so many lbs., no more, no less. If you are in favor of compulsory inspection and weighing of grain, make it a point to interview the candidate for legislature from your district and tell him how you stand on the matter. Also let me hear from you.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

WICHITA LETTER.

The J. W. Craig Grain Co. has moved into new offices in the Board of Trade Bldg.

The Red Star Mill & Elvtr. Co. has built a 146-ft. 50,000-gal. tower water tank for fire protection at its plant.

A 3-story brick cleaning house has been added to the plant of the Kansas Mlg. Co. The house and machinery will cost \$15,000.

The suit of the Kansas Mlg. Co. to enjoin the Kansas Flour Mills Co. from using a name so near like its own, has been dismissed.

E. E. Roahen has been admitted to membership in the Board of Trade and the membership of P. F. Cary has been posted for transfer.—Jas. H. Sherman, sec'y.

Suit has been brot against the Stevens-Scott Grain Co. for \$5,000 for personal injuries received by an employee who stepped thru a hole in the elvtr. of the company.

The Pond Creek Mill & Elvtr. Co. has been made defendant in a suit brot by J. E. Howard, pres. of the Howard Mills, alleging that he was persuaded while under duress to deed away his property. The 4th Natl. Bank is also named in the suit which asks that the deed be declared void or changed into a first mortgage.

KENTUCKY.

Hopkinsville, Ky.—The Acme Mlg. Co. will install new machinery in its plant, including machinery for corn meal.

Cadiz, Ky.—The new plant of A. P. White & Co. has been completed and is in operation. The plant includes a 40,000-bu. elvtr. and a 125-bbl. mill. A. P. White will be mgr.

Danville, Ky.—I did not buy the entire interest of Mr. Tully, only his interest in the coal and feed business. I handle grain in small quantities only and sell to retail trade. I have no elvtr.—F. K. Tribble.

LOUISVILLE LETTER.

The elvtr. of Callahan & Sons is being repaired.

The Board of Trade has adopted resolutions against the bill recently introduced by L. B. Finn, chairman of the state railroad com's'n, which enlarges the powers of the state railroad com's'n.

H. B. 213 has been referred to the com'te on public warehouses and granaries by the house, now in session. The bill asks for a repeal of the law relating to weights and balances and provides for the appointment of an inspector of weights and measures in each county in the state. Representatives Radliffe is fathering the bill.

The hearing of the Board of Trade before the Interstate Commerce Com's'n in regard to its complaint involving the switching rules of the L. & N. Co. in this city, will be resumed Feb. 25, the former hearing having been interrupted by the death of Com's'n J. H. Marhie. Com's'n A. C. Gutheim will be the examiner at the continued hearing.

Pres. Logan C. Murray of the Board of Trade has appointed the following com'tes: grain; Harry H. Bingham, chairman; Alfred Brandeis, F. N. Hartwell, John Raidt, F. C. Dickson, W. A. Thomson, Thomas G. Williams, Henry Fruechtenicht, L. C. Ewing, G. Breaux Ballard, F. W. Lund, A. C. Schuff, C. A. Edinger, C. M. Bullitt and R. L. Callahan. Legislative: Alfred Brandeis, chairman; I. W. Bernheim, R. A. Robinson, J. B. Brown, F. M. Gettys, Samuel H. Grinstead, A. Y. Ford and Clarence Dallam. Sebastian Zorn was appointed a member of the Arbitration Com'te.—N.

A com'te from the Board of Trade composed of Pres. Logan C. Murray and H. H. Bingham appeared before the state legislature Feb. 5 in opposition to the bill which has been introduced prohibiting the manufacture of whisky in dry territory in the state. This would put out of business about 90% of the distilleries in Kentucky. The grain men are vitally interested in this matter, because it would seriously affect their business. The bill is still in the hands of the com'te to which it was referred and there is said to be a sharp division on it. Grain men and distillers thruout the state are making a strong effort to have the bill killed.—N.

LOUISIANA.

Lake Charles, La.—We expect to rebuild our elvtr. this summer, but have made no plans yet.—Louisiana Grain & Mlg. Co. The elvtr. burned Jan. 15.

Baton Rouge, La.—The Railroad Com's'n heard Jan. 28, the petition of the Louisiana Railway & Navigation Road for an advance in its grain rate cases, and the petition of the New Orleans Board of Trade for a decrease in these rates out of New Orleans.

MARYLAND. BALTIMORE LETTER.

S. Davies Warfield has applied for membership in the Chamber of Commerce.

John W. Emory has succeeded his father, J. K. B. Emory, who died Jan. 14, as floor salesman for Stevens Bros.

Chas. M. Kefauver, an old timer in the flour and grain com's'n business in this city, died Jan. 21 at the age of 76, death being due to paralysis. He was formerly a member of the firm of Kefauver, Cumming & Co.

Wm. H. Taylor and G. Hartman Blamberg have been admitted to membership in the Chamber of Commerce and the memberships of Ed. J. Chism (deceased) and H. Crawford Black have been posted for transfer.—Jas. B. Hessong, sec'y.

The order of the Public Service Com's'n for a reduction in and the regulation of the switching charges of the various carriers in and about Baltimore, has been reversed by the Court of Appeals, which holds that the old rates are reasonable.

John H. Gildea, Jr., former pres. of the Commercial Exchange, entertained Sec'y Hessong and Traffic Mgr. Sheridan and the directors at dinner at the Merchants Club, Jan. 31. All present reported a most enjoyable time. Mr. Gildea was presented with a silver entree dish inscribed with the names of the donors. James C. Legg was toastmaster.

The regular nominees for directors of the Chamber of Commerce, as named in this column, Jan. 25, were declared elected Jan. 26, there being no opposition. The board met Jan. 28 for the organization of the board for 1914 and elected Eugene Blackford, pres.; Thos. C. Craft, Jr., vice-pres.; J. B. Hessong, sec'y-treas.; Richard H. Diggs, E. F. Richards, A. F. Sidebotham, W. F. Rider and Harry M. Rever, executive com'te.

J. Barry Mahool has been mentioned as one of the candidates for the office of naval officer of the port. He is the head of Frame, Knight & Co.

MICHIGAN.

Au Gres, Mich.—Clare Crandall has resigned as supt. of the Au Gres Elvtr. Co.

Croswell, Mich.—Dayton Burton, formerly mgr. of the Farmers Elvtr. Co., has moved to Sanford.

Grand Rapids, Mich.—The Grand Rapids Grain & Mlg. Co. has bot the plant of Ocker & Ford and will use it in connection with its mill.

Woodland, Mich.—Smith Bros., Velte & Co., were recently compelled to close their elvtr. for a time on account of a break in the engine. The firm will probably operate by electricity instead of gasoline power, as soon as it is possible to make arrangements to get electric power.

MINNESOTA.

Winona, Minn.—The Bay State Mlg. Co. will build a new elvtr.

Ceylon, Minn.—The Farmers Elvtr. Co. has installed a moisture tester.

Winona, Minn.—J. D. Jones said to be prominent in the grain trade, died Jan. 25.

Breckenridge, Minn.—The Farmers Equity Co. will build an elvtr. at this point in the spring.

Ottertail, Minn.—Our elvtrs. at this point and at Forada have been torn down.—Atlantic Elvtr. Co., Minneapolis.

Lake City, Minn.—We expect to build a 40,000-bu. steel tank, 33 ft. in diameter and 65 ft. high.—Tennant & Hoyt Co.

Castle Rock, Minn.—The Farmers Elvtr. Co. has installed an 8-h.p. Fairbanks-Morse Oil Engine.—A. H. Lyford, mgr.

Elysian, Minn.—The Elysian Elvtr. Ass'n may be dissolved. The matter is now being considered by the stockholders.

Halma, Minn.—We sold our elvtr. here to the Farmers Elvtr. Co. which now operates it.—Atlantic Elvtr. Co., Minneapolis.

New York Mills, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co., paying \$5,000. Andrew Anderson is buyer.—H. C. Hanson.

North Redwood, Minn.—W. C. Mann, Ed. Lueck, L. Linderman and others are interested in the organization of a farmers elvtr. company to build an elvtr.

Nashua, Minn.—Suit has been brot against the Soo Ry. Co. for \$225 for freight overcharges on 26 cars of grain. The Farmers Elvtr. Co. is the plaintiff.

St. Paul, Minn.—The state railroad and warehouse com's'n has refused to modify its recent rule in regard to the sale of grain by a com's'n firm to any subsidiary company.

Kenyon, Minn.—The following officers were elected at the recent annual meeting of the Kenyon Merc. & Elvtr. Co.: O. F. Henkel pres., S. A. Bullis vice-pres., J. A. Langemo sec'y and L. H. Voxland, treas.

Barnesville, Minn.—The report that a Canadian line company is to build an elvtr. at this station and that I am to manage it is not true. I have made no arrangements of this kind.—Jas. Glasgow, Sr., Strassburg, Sask.

New York Mills, Minn.—We have erected a coal shed. I have been buyer for this company 6 years and was with the Monarch Company for 2. Am selling a car of Marquis wheat to the farmers this week (Jan. 28).—H. C. Hanson, agt. Andrews Grain Co.

Mankato, Minn.—The following officers were elected at the recent annual meeting of the Eagle Roller Mill Co.: Pres., Wm. Silverson; vice-pres., John H. Siegel; sec'y and gen. mgr., Charles Vogtel; second vice-pres., Clifford A. Taney; treas., H. L. Beecher; asst. treas., A. Olson.

Winona, Minn.—While working on a scaffolding in the interior of the big ice house of the Western Elvtr. Co., 5 men fell a distance of 25 ft. when the scaffolding gave way. None of them were seriously injured.

Doty sta. (Eyota p. o.), Minn.—The elvtr. of P. W. Boler, containing 2,000 bus. of barley, 200 bus of oats and 11,000 lbs. of timothy seed, burned Jan. 26; insurance \$3,500 on building and machinery and \$2,000 on grain.

Alberta, Minn.—The Alberta Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators R. A. Maanum, Fred Andert, P. E. Schlattman and others. The company has bot the elvtr. of the Winter-Truessell-Ames Co.

Mankato, Minn.—P. H. Finnegan, a grain and hay broker of this city, was arrested Jan. 29 in Des Moines, Ia., by government officers, charged with using the mails to defraud in selling worthless copper stock to parties in Marquette, Mich., and vicinity, to the amount of \$20,000. He was released on \$6,000 bail and will appear before the federal court in Marquette, April 17.

Browns Valley, Minn.—Irene Mitton, executrix of Lorne Mitton, who was killed in the elvtr. of the Cargill Elvtr. Co. has been granted a new trial of her suit against the company to recover damages for the death of her husband. The manager of the elvtr. had requested Mitton, who was not in the employ of the company, to go into the elvtr. building and down a stairway to shut off the engine. The steep stairway had no railing and it is alleged Mitton fell off the stairs upon the engine.

DULUTH LETTER.

John T. Pugh, representing the Van Dusen Harrington Co. on the floor of the Board of Trade, is the proud father of a brand new baby boy.

Wm. Grettum, T. H. Hagen, H. S. Newell, S. Hoover and W. W. Bradbury were elected directors of the Duluth Grain Com'n Merchants Ass'n, at the annual meeting Feb. 2.

C. H. McLennan, Peter H. Merritt and Earl W. Myron have been admitted to membership in the Board of Trade, and the memberships of James A. McLennan, J. D. Collinson and Allen P. Allensworth have been posted for transfer.—Chas. F. Macdonald, sec'y.

MINNEAPOLIS LETTER.

W. H. Dunwoody, vice-pres. of the Washburn-Crosby Co., is seriously ill.

Louis Ritten is again with Chas. E. Lewis & Co. after a considerable time, during which he was engaged in other business.

The estate of S. S. Cargill has been appraised at \$100,000 and will go to his widow and 3 children. Mr. Cargill died Dec. 30.

Fred C. Thomas has succeeded J. T. McGlynn as sec'y of the Tenny Co. He was formerly on the road for them in North Dakota.

The J. H. Riheldaffer Co. went into bankruptcy some time ago and I have been appointed trustee.—W. O. Timmerman, Stair, Christensen & Timmerman.

Guy Blanchard has applied to the Chamber of Commerce for a traveling representative's license to represent the Gould Grain Co.; Ralph W. Ward has applied also to represent E. S. Woodworth & Co.

Guy Blanchard, for the last 6 years with the Keystone Grain Co., is again with the Gould Grain Co., for whom he traveled before going to the Keystone Co. He will have Minnesota, Iowa and South Dakota for his territory.

The following requests for transfer of membership in the Chamber of Commerce have been posted: from W. L. Mason to L. N. Ritten, from J. P. Hennessey to J. R. Becher, No. 2, and from J. P. Hennessey to J. B. Becher, No. 3.

The com's'n merchants license of the Minnesota Hay & Grain Co. has been cancelled by the state railroad and warehouse com's'n, for failure to make a proper return on a car of hay consigned to the company on Nov. 1, 1913, by L. H. Nelson of Kerkhoven, Minn. "The reason for this action by the com's'n," says the order, "is the failure and refusal of said company to make returns, showing disposition of the consignment, the price received, the freight charges, and other expenses and failure to remit the balance of moneys due the consignor; which conduct is held by the com's'n to be prejudicial to the interests of the consignor and not in keeping with the duties imposed upon a person or firm occupying a fiduciary relation to the shipper." The bond of the company was furnished by the United States Fidelity & Guaranty Co. and under the law the consignor can recover from that concern the amount alleged to be due him.

Rule No. 32 of the Railroad & Warehouse Com's'n, relating to appeals, has been causing some trouble, and F. W. Eva, chief inspector, has issued the following statement: "To assist the dept. in maintaining appeal grades in conformity with this rule I must ask that where cars are to be forwarded from one of these cities to the other, after appeal grades have been established, that you notify the Chief Deputy at point of inspection that the car is to be sent forward. In your notice you will please furnish him with ample information as to the location of the car so that he may seal the same, and make a complete seal record to forward to the other market. Without this co-operation on the part of the trade it will be impossible for us to maintain the appeal grades on such cars." The rule in question reads as follows: "Cars arriving at Minneapolis, inspected at Duluth, or cars arriving at Duluth, inspected at Minneapolis, with appeal seals intact, shall not again be inspected at point of destination, but the car numbers and initials together with the grades, dockages (if any) and notations, shall be recorded in the proper books of the respective inspection dept. and the usual fee for inspection charged, the same as if the inspection were again made."

MISSOURI.

Lebanon, Mo.—Lebanon Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, J. A. Elliott, D. M. Martin and A. T. Elliott.

Sumner, Mo.—Hopper & Smart, who recently bot the Sumner Flour Mill, will convert it into a grain elvtr., installing new machinery.

KANSAS CITY LETTER.

The annual meeting of the Kansas Grain Dealers Ass'n will be held in this city, May 26-28.

The membership of L. Fowler in the Board of Trade was recently declared forfeited on account of non-payment of dues. Mr. Fowler is said to have met with heavy business reverses.

Philip F. Cary, of the Roehen-Cary Grain Co., which was recently dissolved by mutual consent, has re-entered the grain trade on his own account, having opened offices in the Boston Bldg.

C. V. Fisher is again in trouble. He has been suspended from floor privileges of the Board of Trade for 10 days for the second time within 60 days. The charge this time is uncommercial conduct.

The new firm of Lowitz, Wolcott & Co. began business on the Board of Trade Feb. 1, John F. Barrett of Chicago is a member of the firm, the other two being J. J. Wolcott of this city and Elick Lowitz of Chicago.

A handsome gold headed cane was the birthday gift of the friends on 'change to John Kelly. Mr. Kelly is one of the oldest members of the Board of Trade and is well known in grain circles here and at Leavenworth. He was 70 years old, Jan. 29.

H. F. Probst has been admitted to membership in the Board of Trade on transfer from Amos Martin.—E. D. Bigelow, sec'y.

John I. Glover, a member of the Board of Trade, has bot a lot 200 ft. in width, across the street from the exchange bldg. and will erect a 4-story office building to accommodate a number of firms in the grain business that have been unable to secure offices in the board bldg.

Members of the Board of Trade defeated Jan. 31 an amendment to the rules covering re-inspection of grain. The amendment reduced the time limit for a request for re-inspection to 48 hours after the car had been turned over to the R. R. on which the buyer's plant was located. The amendment also carried a clause to the effect that no re-inspection can be called for on cars sold for shipment after 1 p. m. of the day following sale.

Having lost \$27,000 by speculation in grain on the Kansas City Board of Trade, the Medlin Milling Co., of Ft. Worth, Tex., has bot suit to recover the amount from the brokers who executed the company's orders, the Moffatt Commission Co., alleging gambling. In the summer of 1910 the milling company made 111 deals in wheat futures. The commissions earned by the brokers amounting to \$1,000. If the milling company had won would it have considered the transactions legitimate purchases and sales?

ST. LOUIS LETTER.

The Exchange Elvtr. operated by the C. H. Albers Com's'n Co. has been declared regular.

Chas. W. McClellan is now with Foell & Co., having formerly been connected with Eaton, McClellan & Co.

Arnold A. Thurman Grain Co. incorporated; capital stock, \$5,000; Arnold A. Thurman, James W. Shaw and Adolph Schuster.

The annual election of the St. Louis Grain Club was held Jan. 27, and the following officers were named: E. L. Waggoner, pres.; F. W. Seele, vice-pres.; and Thos. K. Martin, sec'y-treas. Mr. Martin was presented with a silver water pitcher and tray.

Efforts by real estate promoters to establish a grain exchange at East St. Louis, Ill., are meeting no encouragement from the grain men, who find the facilities of the St. Louis Merchants' Exchange sufficient. The Merchants Exchange had a number of chronic objectors, but when the Exchange adopted a rule to purchase and retire memberships at a big advance over ruling quotations not one of the "kickers" would sell. Some estates and retired shoe dealers took advantage of the offer to realize on this asset. Southern Illinois now has two grain exchanges, and the country as a whole has too many.

MONTANA.

Bynum, Mont.—The first load of grain to be delivered at the new elvtr. of O. Brunsven was received Jan. 15.

Christina sta. (Kendall p. o.), Mont.—Carl W. Riddick is interested in the organization of a farmers elvtr. company.

Dillon, Mont.—The new elvtr. of the Beaverhead Elvtr. Co. has been wired for electricity and will be in operation at an early date.

Redstone, Mont.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, W. A. Pettie, A. M. Hagen, S. Knight and others.

Arrow Creek (via Stanford), Mont.—H. G. Ronish is agt. for the Gallatin Valley Elvtr. Co. at this station.—J. G. Hanson, agt. Montana Elvtr. Co.

Big Sandy, Mont.—Big Sandy Farmers Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, Emory D. Harnden, Frank Lloyd and John Elliott.

Broadview, Mont.—The Broadview Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Thos. Harrison, S. S. Studebaker and C. V. B. Poole.

Martinsdale, Mont.—J. Stanley Smith is contemplating the erection of an elvtr.

Redstone, Mont.—The Farmers Elvtr. Co. has installed a feed mill in its elvtr.

Dell, Mont.—I think that we have a splendid opportunity here for some one who wants to build an elvtr. We need about a 75,000-bu. house.—H. C. Patterson.

Whitetail, Mont.—The 25,000-bu. elvtr. of the Hanson & Barzen Mfg. Co. has been completed. Geo. Erb is agt.—Gilbert Overland, formerly agt. Thorpe Elvtr. Co., Fertile, Minn.

Geraldine, Mont.—The Gallatin Valley Elvtr. Co. will build elvtrs. here and at High Wood, new towns on the C. M. & St. P. between Lewistown and Great Falls.—J. S. Hanson, agt. Montana Elvtr. Co., Arrow Creek.

Oxford, Mont.—We will build a 30,000-bu. elvtr. at this station in the spring and will operate same as a branch of our company.—C. W. Franks, mgr. Farmers Elvtr. Co., Judith Gap.

Clyde Park, Mont.—The recently organized Shields Valley Elvtr. Co. incorporated; capital stock, \$30,000; officers, J. A. Levely, pres.; W. H. Shelhamer, vice-pres., and myself as sec'y and treas. The company will build a 50,000-bu. elvtr., the equipment to include a cleaner and all other necessary machinery.—H. A. Miller.

NEBRASKA.

Tecumseh, Neb.—The Tecumseh Mfg. Co. will build an addition.

Lyons, Neb.—Peter Heintzelman has traded his elvtr. for a Minnesota farm.

Verona, Neb.—Farmers around Verona are organizing a farmers elvtr. company.

Platte Centre, Neb.—Ed Burns will be the new mgr. of the T. B. Hord Grain Co.

Omaha, Neb.—Albert Krug has applied for membership in the Grain Exchange.

Aurora, Neb.—Work is progressing rapidly on the plant of the Aurora Elvtr. Co.

Leshara, Neb.—Allen Grow is the new man at the elvtr. of the Farmers Elvtr. Co.

Ravenna, Neb.—A new 60-h.p. motor was recently installed in the Ravenna Mills.

Sprague, Neb.—Geo. Hile will succeed A. J. McClain as mgr. of the Farmers Grain & Lbr. Co.

Garrison, Neb.—The Schaaf Grain Co. has let contract for the rebuilding of its elvtr. burned Dec. 23.

York, Neb.—Philip Duffy has resigned as traveling representative of the Van Winkle Grain & Lbr. Co.

Manley, Neb.—D. D. Brann has succeeded W. B. Essick as mgr. of the Manley Co-operative Grain Ass'n.

Ellis, Neb.—P. J. Zimmerman, sec'y of Ellis Farmers Grain & L. S. Co., has sold his interest in the elvtr.

Osceola, Neb.—Peterson & Peterson are building a flour storage room to their mill, the addition being 10x32 feet.

Laurel, Neb.—F. P. Vater and Guy Wilson have bot the elvtr. of the McCaull-Webster Elvtr. Co.—J. B. Larson.

Columbus Junction, Neb.—G. W. Weber, supt. of the schools, has bot the interest of Mr. Wrigley in Sprague & Wrigley.

Goehner, Neb.—The Updike Grain Co. has closed its elvtr. at this station.—Geo. Bauer, Jr., sec'y Goehner Elvtr. Co.

Wynot, Neb.—M. King has leased the elvtr. of R. Brewer, which was formerly owned by the Saunders-Westrand Co.

Hollinger, Neb.—The elvtr. of the Central Granaries Co. at this station is closed.—H. H. Zieme, mgr. Enterprise Grain Co.

Butte, Neb.—We are three miles from a railroad station and have no elvtrs. in the town as has been reported.—Carey G. Williams.

Herdon sta. (Potter p. o.), Neb.—Farmers are organizing a company to build an elvtr. Wm. Goding and Henry Barth are interested.

Lawrence, Neb.—The Farmers Union Elvtr. Co. organized; capital stock, \$12,000. The company will build an elvtr. on the C. B. & Q.

Edgar, Neb.—The Farmers Commercial Ass'n has appointed a com'te to confer with the Farmers Union in regard to selling the elvtr.

Utica, Neb.—The Farmers Grain Co. has elected the following officers: Eke Chapin, pres.; W. A. Richmond, vice-pres.; Chas. Purinton, sec'y-treas.

Hyland (no p. o.), Neb.—The Farmers Elvtr. Co. of Prosser is said to have obtained a site at this station and will build an elvtr. in the spring.

Chalco, Neb.—The elvtr. of the Duff Grain Co. has been closed.—J. P. Christian, mgr. King Wilder Grain Co., Stanwood, Ia., (formerly mgr. at Chalco).

Overton, Neb.—Peter Sharp, formerly mgr. of the Trans-Mississippi Elvtr. Co. has closed the house of that company and is now with the Omaha Elvtr. Co.

Sholes, Neb.—The Farmers Elvtr. Co. is now operating the elvtr. of the Saunders-Westrand Co., which was recently operated by Brandon & Jackson. M. Fritson is mgr.

Prague, Neb.—At the recent annual meeting of the Farmers Elvtr. Co. the following officers were elected: John Vanek, pres.; Frank Ostry, vice-pres.; Vac Polak, sec'y.

Bee, Nebr.—The Bee Elvtr. Co. has elected the following officers: B. R. Colman, pres.; Mike Hamata, vice-pres.; Frank Tomandi, sec'y; Andrew Duffek, treas., and Jos. Cink, mgr.

Omaha, Neb.—The Saunders-Westrand Grain Co. has bot suit against the Bartlett-Frazier Co. for \$130,000 damages for the alleged breaking of a working agreement between the firms.

Schuyler, Neb.—The Farmers Grain Co. recently held a meeting and elected the following officers: Frank Krejci, pres.; J. R. Henry, vice-pres.; N. H. Mapes, sec'y; and Wm. Shultz, treas.

Dodge, Neb.—The Farmers Grain & Lumber Co. has elected the following officers: Jos. Kriekemeier, pres.; Henry Langhorst, vice-pres.; Ernest Fuerhoff, sec'y, and Bernard Kriekemeier, treas.

Ausley, Neb.—The elvtr. of the Central Granaries Co. is closed. We have no elvtr. and are not buying or shipping any grain.—B. F. Crouch, mgr. Farmers Grain & Live Stock Shipping Ass'n.

Greenwood, Neb.—The Farmers Elvtr. Co. recently elected the following officers for 1914: A. D. Watson, pres.; J. C. Olson, vice-pres.; O. W. Laughlin, treas.; C. A. Mathis, sec'y, and W. R. Paling, mgr.

Wabash, Neb.—We will build a 20,000-bu. elvtr. Our Officers are C. E. Pool, pres.; Chas. Ward, sec'y, and Frank Bueli, treas. I have succeeded H. H. Gerbeling as mgr.—John H. Wood, Wabash Grain Co.

Murray, Neb.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: A. P. Wheeler, pres.; J. R. Vallery, vice-pres.; W. H. Puls, sec'y, and Chas. Spangler, treas.

Riverdale, Neb.—We have not organized an elvtr. company as yet, but expect to this summer. We are only shipping in some grain for our own use. C. G. Knox, R. F. D. 3 Kearney, is also interested.—D. E. Walter.

NEW ENGLAND.

Bridgeport, Conn.—Vincent Bros. Co. incorporated; Sam. E. Vincent, pres.; Noble E. Vincent, vice-pres., and A. E. Vincent, sec'y-treas.

Roxbury, Conn.—The mill & elvtr. of A. L. Hodge & Co. burned Jan. 22; loss, \$50,000; insurance, \$1,000. The mill was 150 years old.

Lynn, Mass.—The plant of J. B. & W. A. Lampher burned Feb. 1; loss, \$6,000. Lincoln Wilson, a driver of the company, has confessed to setting fire to the plant, for "a little excitement."

Petersboro, N. H.—The new elvtr. and mill of Walbridge & Taylor has been completed. The building replaces the plant burned Sept. 7, 1911.

Granby, Conn.—Franklin B. Lockwood has filed a petition in bankruptcy, scheduling his liabilities at \$56,576.45, of which \$48,576 is unsecured, and his assets at \$65,432.97, which includes stock and cash on hand and uncollected bills.

Fall River, Mass.—The plant of Wm. Chaplow & Son, containing a large amount of hay and grain, burned at 8:10 p. m., Jan. 20; loss, \$15,000; insurance, \$3,000. Three horses in the barn at the rear of the grain building were burned to death.

New Bedford, Mass.—Wm. Baylies, pres. of the Wm. Baylies Co., and one of the oldest grain men in this section, died Jan. 17, after an illness of 5 days. Mr. Baylies would have been 89 years old Jan. 22. He entered the office of A. H. Seabury & Co. in 1846. The firm dealt in heavy provisions and added a grain and flour dept. In 1859, Mr. Seabury retired and Mr. Baylies with Albert B. Corey and Nathan S. Cannon formed the firm of Baylies & Cannon. Mr. Corey died in 1861 and Mr. Cannon in 1876, but the firm name remained unchanged until 1887, when Charles S. and Robert L. Baylies, sons of Mr. Baylies, were admitted to the firm and the name changed to the Wm. Baylies Co.

NEW YORK.

New York, N. Y.—Paul Vilmar has left the firm of Ely Bernays.

Syracuse, N. Y.—The Syracuse Mfg. Co. will build an addition to its plant.

Oswego, N. Y.—Albert Schwill & Co. of Chicago have bot the Neidlinger Malting Plant and will start operations in about 3 weeks.

Weedsport, N. Y.—The firms of D. S. Wright and Smith & Adams have been consolidated and will operate as Wright & Adams.

Buffalo, N. Y.—The U. S. District Court has denied the motions of the plaintiff and defendant for a retrial of the now famous Patterson Case against the Corn Exchange of this city. Dec. 7, 1912, Richard S. Patterson was given judgment for \$2,000 against the exchange. He had sued for \$200,000 damages, alleging that the exchange practically boycotted him and shut him out of a market in Buffalo.

New York, N. Y.—E. W. Wagner of E. W. Wagner & Co. of Chicago has applied for membership in the Produce Exchange. Mr. Wagner is of the opinion that this market will become an active grain center when the Panama Canal is opened. Mr. Wagner said: "While I have talked with some people here who are somewhat pessimistic as to the future, I know that Chicago people are giving the matter attention. It will be so convenient to store the wheat here for export that the movement will be sure to follow the line of least resistance."

New York, N. Y.—The speakers at the recent banquet of the Oats Trade Dinner, Jan. 24, included John Aspegren, pres. of the Produce Exchange; former Pres. E. R. Carhart, and J. Ward Warner, vice-pres., all of whom made witty and entertaining addresses. Visitors from out of town included Harold D. McCord and H. F. McCarthy, of Minneapolis; Charles C. Dougherty, E. W. Wagner, Gardner Van Ness, William H. Noyes, William Dillon, R. A. Tearse, G. Walter Beavan, James K. Hooper and Ben Saveland, Chicago; T. A. Grier, Peoria; F. A. McLellan, Buffalo; Harry M. Stratton and Bert Taylor, Milwaukee, and C. A. Pease, of Hartford. James Simpson was toastmaster and made a spirited address on the lack of consistency shown by congress in arranging the grain tariff. He said in part: "Through some process of mental gymnastics the expressed purpose of which was the cheapening of necessities of life, the duty on oats was fixed at 6c per bu. and corn made free of duty." Plates were laid for 100 and many of those present had traveled hundreds of miles to be present.

Brewster, N. Y.—The Sterilized Grain Co. incorporated to deal in grain, flour, cereals, etc.; capital stock, \$75,000; incorporators, R. and A. Stock.

Buffalo, N. Y.—The Doorty-Ellsworth Co. has succeeded the O. G. Spann Grain Co. C. T. Doorty, for 20 years with Spann & Chandler and the Spann Grain Co., is pres., and V. A. Ellsworth, who has had 15 years' experience in the grain trade, is sec'y-treas. of the new firm, which will make a specialty of barley.

Buffalo, N. Y.—Warren F. Chandler, well known to the grain trade and a member of the former firm of Spann & Chandler, died Jan. 15 at the age of 62. For 15 years Mr. Chandler and his partner, Otto G. Spann, operated at this market, but of late years Mr. Chandler has been connected with Dudley M. Irwin.

NORTH DAKOTA.

Holliday, N. D.—The Farmers Elvtr. Co. has been organized.

Mayville, N. D.—The Farmers Elvtr. Co. has built an office.

Antler, N. D.—The elvtr. of the Farmers Elvtr. Co. burned recently.

Anselm, N. D.—A new cleaner has been installed by the Farmers Elvtr. Co.

Hebron, N. D.—Mike Mosbrooker has resigned as mgr. of the Farmers Elvtr. Co.

Enderlin, N. D.—L. S. Thompson has resigned as mgr. of the Farmers Elvtr. Co.

Fullerton, N. D.—A farmers elvtr. company is being organized here; J. E. Almquist is interested.

Buchanan, N. D.—The North Star Grain Co. recently installed an 8-h.p. Fairbanks-Morse Engine in its elvtr.

Anamoose, N. D.—The elvtr. of the Farmers Elvtr. Co. was closed Feb. 1, till the busy season starts again.

Fargo, N. D.—Fred M. Schulz has been appointed examiner of public warehouses for the state, by the railroad com'n's.

Bloom sta. (Spiritwood p. o.), N. D.—Oscar J. Seiler of Jamestown is sec'y of the recently organized Farmers Elvtr. Co.

Wimbledon, N. D.—We have installed a Foston Cleaner and repaired our flour and screening shed.—C. M. Dale, mgr. Farmers Elvtr. Co.

Sawyer, N. D.—I have sold my elvtr. to the Royal Elvtr. Co. of Minneapolis.—P. Martens, Jr., now agt. British American Elvtr. Co., Vonda, Sask.

Berea sta. (Valley City p. o.), N. D.—The Farmers Elvtr. Co. organized; capital stock, \$5,000; directors, Albert Vandrocnck, L. L. Kjelland and others.

Keith sta. (Devils Lake p. o.), N. D.—The Ely-Salyards Co. closed its elvtr. here in December.—L. N. Notvedt, agt. St. Anthony & Dakota Elvtr. Co.

Buford, N. D.—Wm. Haugen has succeeded D. McMaster as mgr. of the St. Anthony & Dakota Elvtr. Co.—Carl F. Schoen, agt. Victoria Elvtr. Co.

Hickson, N. D.—An overheated stove in the engine house of the Equity Elvtr. & Trading Co. caused a small fire Jan. 21; loss \$100, covered by insurance.

Grandin, N. D.—The elvtr. of the Farmers Grain Co. has been extensively repaired. R. F. Gunkleman, mgr., who has been on leave of absence, is again on the job.

Fryburg, N. D.—The Fryburg Grain & Trading Co. has completed a 30,000-bu. elvtr. at this station. Senator A. L. Martin of Sentinel Butte, is owner of the new house.

Sharon, N. D.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: D. B. Olson, pres.; C. A. Meldahl, vice-pres.; A. A. Lee, sec'y-treas.

Hoople, N. D.—H. P. Larson, mgr. of the Farmers Elvtr. Co., has resigned and is now on the road for Woodward & Co. of Minneapolis. Mr. Larson was formerly mgr. of the farmers company at Aneta and also ran an elvtr. at Hatton.

Coburn (Sheldon p. o.), N. D.—The Farmers Elvtr. Co. will build an elvtr. in the spring. Jas. H. French is mgr.

Douglas, N. D.—The elvtr. of the Osborne-McMillan Elvtr. Co. has been operated part of this season by the Minnekota Elvtr. Co.—J. D. Franklin, agt. Dodge Elvtr. Co.

Charbonneau sta. (Nameless p. o.), N. D.—We are building a 40,000-bu. elvtr. at this station. J. M. Burns is mgr. and is buying on track till the elvtr. is finished.—Farmers Elvtr. Co.

Hampden, N. D.—The Farmers Elvtr. Co. will increase the capacity of its elvtr. next season if crops are good. A cleaner will also be installed.—W. E. Pickley, agt. Winter-Truesdell-Ames Co.

Cogswell, N. D.—The recently organized Farmers Elvtr. Co. has decided to build its elvtr. on private ground if it can make arrangements for a Y to connect with both railroads at this station.

Clements sta. (Jamestown p. o.), N. D.—The Winter-Truesdell-Ames Co. has built an elvtr. at this station on the Midland Continental R. R.—C. M. Dale, mgr. Farmers Elvtr. Co., Wimbledon.

Olanta sta. (Golden Valley p. o.), N. D.—Our elvtr. has been completed and is in operation. Work on the elvtr. of the Farmers Elvtr. Co. has just been started by L. O. Hickok & Son, who have the contract.—Chas. E. Mutschbr, agt. Occident Elvtr. Co.

Wimbledon, N. D.—The Atlantic Elvtr. Co. has moved its elvtr. west on the Mid. Cont. R. R. and R. Clendening & Co. have moved their independent elvtr. from the Soo Line to the Midland tracks north of town and will open the house in the fall.—C. M. Dale, mgr. Farmers Elvtr. Co.

Heaton, N. D.—The office of the Farmers Elvtr. Co. caught fire about 10 a. m., Jan. 20, from an over-heated stove. Quick work on the part of the citizens with chemical fire extinguishers soon put it out. The loss will amount to about \$100, fully covered by insurance.—B. L. Holderman, Monarch Elvtr. Co.

Jamestown, N. D.—The third annual meeting of the Farmers Grain Dealers Ass'n of N. D., will be held in this city Mar. 4 and 5, with headquarters at the Gladstone Hotel. The program has not been arranged but some of the subjects to be discussed are: "Some of Our North Dakota Laws and How They are Working Out, Such as Our Anti-discrimination Law," "Our Scale Law," "Our Bookkeeping Law," "Our Co-operative Association Law," "National Supervision of Inspection,"

OHIO.

Goodhope, O.—We have succeeded Geo. T. Moore.—Moore & Black.

Grant, O.—I am now agt. for Sneath-Cunningham Co.—A. B. Shafer.

Elgin, O.—I have installed a new safe in my elvtr.—H. G. Pollock, Pollock Grain Co.

Camden, O.—Wm. Kline was recently elected sec'y of the Farmers Grain & Supply Co.

Custar, O.—It is reported that the elvtr. of C. R. Hopkins has changed hands.—L. L. Cass, Weston.

Marion, O.—After several years of litigation, the affairs of the Ohio Mlg. & Elvtr. Co. have been closed up.

Akron, O.—J. O. Surbey, ass't sec'y of the Pioneer Cereal Co., has severed his connection with the company.

Wakeman, O.—French & Thomas are operating the elvtr. recently purchased by Kellogg & McCann of Normal from Close & Peake.

Cortland, O.—Mark Richards of Richards & Evans, has been seriously ill with appendicitis. An operation was necessary but he is reported out of danger.

Middlepoint, O.—I am installing a Howe Scale on the outside with the beam inside in my office and am enlarging the office 8 ft.—H. G. Pollock, pres. Pollock Grain Co.

Fostoria, O.—The farmers of Washington township will build a 10,000-bu. elvtr. on the B. & O. R. R. two miles west of this city. John Stoner and Oscar Slosser are interested.

Moulton (R. F. D. Wapakoneta), O.—Henry Detjen has taken over the elvtr. of the Detjen-Kattman Co. and will operate as the Detjen Grain Co.—E. T. Custerborer & Co., Sidney.

Cavett, O.—I have taken over the coal business of C. L. Gordon and will operate it in connection with my grain business. I have also bot a new safe for my office here.—H. G. Pollock, Pollock Grain Co.

Lindsey, O.—The Lindsey Grain Co. organized; capital stock, \$15,000; directors, Allen Hern, Frank Leaser, Wm. Becker, James Van Ness and others. The new company has purchased a site and will build an up-to-date elvtr.

Sycamore, O.—Geo. E. Schroth, trustee in bankruptcy for the Sycamore Grain & Mlg. Co., has announced that the elvtr. at Lemert and the mill at this point will be sold for cash, Feb. 28. The Lemert property is appraised at \$2,500 and the Sycamore plant at \$25,000.

Millersburg, O.—The old firm of Miller, Burkey & Co., props. of the Empire Flouring Mills, was dissolved by mutual consent, Jan. 23, John Burkey retiring. We have been with the firm for 20 years and will now operate the mill and continue the business in our own names.—J. D. & J. L. Miller.

West Jefferson, O.—John Murray recently opened his new 35,000-bu. elvtr. built by the Burrell Engineering & Construction Co. The house is of cribbed construction covered with galvanized siding, and has a deep concrete foundation. Equipment includes a 35-h.p. oil engine, sheller and cleaner.

Ashville, O.—J. W. and E. O. Teegardin of Duval have bot a 2/3ds interest in the elvtr. of G. P. Teegardin at this station and he has bot a 1/3d interest in the elvtr. of the two Teegardins at Duval. E. O. Teegardin will manage both houses, the company operating as the Teegardin Grain Co. The new firm began business Feb. 2.

Fairport, O.—The Fairport Warehouse & Elvtr. Co. has been made defendant in a suit for \$12,000 damages brot by Mary Donahue, administratrix of the estate of Michael Donahue, who died from injuries received when he was caught between two cars, Dec. 19, 1912, while acting as night watchman at the elvtr. She asks for \$12,000 damages.

Lima, O.—At the meeting of the Hay & Grain Producers & Shippers Ass'n Feb. 6 a com'te was appointed to recommend a successor to Secy. T. P. Riddle whose resignation was accepted. The com'te is Harry Fish, Marion, O.; C. S. Behymer, Rockford, O.; D. M. McMillen, Van Wert, O.; H. G. Pollock, Middlepoint, O., and L. C. Allinger, Delphos, O.

Chatfield, O.—Wm. A. Kalb has brot suit against Mr. Heiser, his partner in the Chatfield Mlg. & Grain Co., asking for the dissolution of the partnership, an accounting, the payment of \$4,500 alleged due him personally and the sale of the plant. Kalb alleges that in November, 1913, Heiser abandoned the partnership and that to prevent the property being sacrificed, he personally assumed the obligation and paid out \$4,500 of his own funds in discharging debts of the partnership.

Cygnat, O.—The farmers are the scoop shovellers at this station and they are encouraged by our competitors, the elvtr. men. We are not troubled with permanent scoopers, only our nearby competitors in the elvtr. business. We think this unfair and not profitably to anyone concerned, except perhaps the seller, as it gives him the opportunity of getting his frozen and mouldy corn off his hands. This is not treating the seller of good corn fair. We have the only elvtr. at this station.—Cygnat Grain & Hay Co.

Cleveland, O.—Postmaster General Burleson has ordered the mails closed to the Central Stock and Grain Co. of this city and its mgr., R. H. Parker, who was recently arrested, charged with using the mails to defraud in a bucket shop scheme. He conducted a business in what he called "spread options" in grain, sending letters sent broadcast thru the country, soliciting deals in grain "puts and calls." The remittances he received he pocketed, instead of investing them in "puts or calls" and then informed his dupes that their speculations had failed. This is the first step to suppress what is believed to be a wide spread bucket shop swindle.

Hughes sta. (R. F. D. Hamilton), O.—Cassius M. Elliott of Hughes & Elliott, operating elvtrs. at this station and at Kyle, shot and instantly killed Chas. Cook, a farm hand on the Elliott Farm, at 8 p. m., Jan. 26. It is alleged that Cook, who was drunk, went to the Elliott home and demanded wages that he claimed were due him. He had been discharged a few days before and had, it is claimed, been paid in full. He was finally ordered off the farm. Vowing vengeance, he stopped at the house of a neighbor and borrowed a gun, saying that he was going coon hunting. Returning to the Elliott home, he fired thru a glass door, a part of the shot entering Mr. Elliott's head and face. Mr. Elliott talked to the man and persuaded him to leave again, but Cook only went as far as the porch and returning was about to fire again when Elliott fired 3 times, one of the shots proving fatal. Mr. Elliott was taken to the local hospital, where an examination showed that 18 shots had struck him. He was formally charged with manslaughter and will plead self-defense.

CINCINNATI LETTER.

The L. & N. will enlarge its freight yards at this market.

Geo. Worth, ass't mgr. for Allen & Munson, was recently married.

B. W. Gale, who has been seriously ill, is again abroad and expects to be back in the harness before long.

The Cleveland Hay & Grain Co. and J. McCullough, have been admitted to membership in the Chamber of Commerce.—S.

The recently elected officers of the Chamber of Commerce were installed at an elaborate banquet at the Business Men's Club.

Edgar Starry, member of the firm of Granger & Starry Grain & Hay Co., has applied for membership in the Chamber of Commerce.—S.

I have purchased the plant of C. S. Emrick and will make a specialty of hay, but will ship an occasional car of sacked oats or corn.—W. A. Van Horn.

The dates on which meetings of the Chamber of Commerce will be held and the place of the meetings, will be posted on a new bulletin board in the exchange.

The cash drawer in the office of the Cincinnati Grain Co. was recently left unlocked and while the employees were busy, some outsider helped himself to the \$26.40 in the drawer and walked out.

The Cincinnati Hay & Grain Exchange of the Chamber of Commerce will hold its annual election of officers at Schuler's cafe on Feb. 10. There are fourteen candidates in the field for directors. A luncheon will be served.—S.

The following 1914 standing com'ites were recently named by the directors of the Chamber of Commerce: traffic, Edward Fitzgerald, chairman; J. J. Castellini, C. D. Caldwell, Hugh M. Freer, Chas. B. Fugazzi, C. R. Houston and Frank Van Slyck; public weighing, Henry M. Brouse, chairman, August Ferger, W. H. Kramer, E. C. Skinner and Dan B. Granger; grain inspection, Charles E. Nippert, chairman, F. F. Collins, P. M. Gale, George Keller, H. Edward Richter; grain and hay call, Alfred Gowing, chairman, Frank J. Currus, E. B. Terrill, Andrew Bender and Lyman Perin.—S.

TOLEDO LETTER.

The plant of the National Mlg. Co. has been closed for repairs.

Southworth & Co. are remodeling their offices in the Produce Exchange Bldg.

Lamson Bros. & Co. of Chicago will have a private wire to Chicago on the floor of the Produce Exchange. L. J. Ulrich will be mgr. He has applied for membership in the exchange.

The Produce Exchange regular bowling team, defeated the "All-Star" team, Feb. 4, in a match game. The regular team is composed of Messrs. Anderson, Annin, Husted, Raddatz, Steur and Wendt. Messrs. Applegate, Beeley, DeVore, Rudd and Sheldon composed the "All-Stars."

Members of the Produce Exchange are discussing the advisability of making No. 1 Nor. wheat deliverable on contracts in addition to No. 2 red as at present. It is argued that the double standard would broaden the trade at the market and prove an incentive to deal here. If the new standard is adopted it will go into effect in July.

OKLAHOMA.

Hopeton, Okla.—I have succeeded Ed. Francis as mgr. of the Hopeton Elvtr. Co.—Ben Douglas.

Okarche, Okla.—S. F. Hosteter was elected pres. and Jos. Voss sec'y of the Farmers Elvtr. Co. at the recent annual meeting.

Warner, Okla.—Our elvtr. at this station burned in September, 1909, and no elvtr. has been built here since then.—New State Mill & Elvtr. Co.

Gibbon, Okla.—We will install automatic scales in our elvtr. and make other much needed improvements.—T. J. Kenny, mgr. Blackwell Mlg. & Elvtr. Co.

Caddo, Okla.—The Katy Mill & Elvtr. Co. elected the following officers at its recent annual meeting: Spurgeon Moore, pres. and ass't mgr.; W. M. Smith, gen. mgr., sec'y and treas., and W. H. Markham, vice-pres.

OREGON.

Condon, Ore.—The local Farmers Union will build a bulk elvtr. It is estimated that the farmers of Gilliam county alone will spend \$142,296 for grain sacks next year.

Ontario, Ore.—The Ontario Com's'n Co. has discontinued business and the Cash Grain Co. has succeeded it. H. A. McRoberts and myself prop.—E. W. Howland, formerly pres. of the Ontario Com's'n Co.

Metolius, Ore.—A 40,000-bu. elvtr. and a 200-bbl. mill will be erected at this station by John Seethoff, formerly of North Dakota. Construction work on the elvtr. will be started within a month and the house will be finished in time for this year's crops.

PENNSYLVANIA.

Pittsburgh, Pa.—Edward May, a grain broker, died Jan. 23, at the age of 57.

Womelsdorf, Pa.—I have succeeded Geo. Filbert of Filbert Bros. and operate in my own name.—W. Theo. Miller.

Bangor, Pa.—Our new elvtr. is of wooden construction, lined with wood and covered on the outside with metal. It has a capacity of 60,000 bus. and will be ready Mar. 1.—Flory Mlg. Co.

Lancaster, Pa.—Landis Levan has retired from active business and yielded his place in the firm of Levan & Sons to Sam. L. and S. High Levan, who will operate in the old name. Mr. Levan, Senior, is now sec'y of the State Millers Ass'n.

PHILADELPHIA LETTER.

D. J. Clevenger and Walton Bros. have applied for membership in the Commercial Exchange.

The grain inspection dept. of the Commercial Exchange is contemplating the installation of a sulphured oats tester.

Chief Grain Inspector John O. Foering has been offered the superintendency of the big Girard Point Elvtr. of the Penna Ry. Co.

J. K. Scattergood, who has been seriously ill with typhoid fever, is again at his desk in the office of S. F. Scattergood & Co.

The plant of Ezl Dunwoody & Co. was threatened with destruction recently, when a quantity of grain on the 4th floor was found to be burning. Quick work saved the building.

The following officers were elected at the annual election of the Commercial Exchange, Jan. 27: Pres., Louis G. Graff; vice-pres., C. Herbert Bell; treas., Joseph W. Beatty; directors, Jacob Beiswanger, Emanuel H. Price, Robert Morris, George M. Richardson, George M. Warner and William H. Hahn. At the organization meeting of the Board held on Feb. 29, A. B. Clemmer was elected to succeed Frank E. Marshall as sec'y of the exchange by a vote of 8 to 6. John O. Foering has been re-appointed chief grain inspector, as were Alexander Downing, chief deputy inspector, and deputy inspectors Philip Bert, John Lynn and Abraham P. Foering. The following com'ites have been named by Pres. Graff: Grain, George M. Warner, Horace Kolb, James L. King, August F. Gruber, Arthur C. Harvey, L. G. West, Morris F. Miller. Arbitration, Frank Richards, Ludwig Deetjen, M. R. Swartley, J. J. Felin, John Lynch, August Beitney, George Seibert, George P. White, J. Lee Jones. Complaint, S. Abbott Willets, W. J. Rardon, Philip M. Markley, Roy L. Miller, Samuel H. Young. The new pres. has served the exchange as director for three years and was vice-pres. during 1911-12-13.

SOUTH DAKOTA.

Scotland, S. D.—W. R. Smith of Boyden has bot an elvtr. at this station.

Grover, S. D.—The elvtr. of the Hawkeye Elvtr. Co. has been sold for old lumber.

Seneca, S. D.—The Farmers Elvtr. Co. has installed a grain cleaner in its elvtr.

Marvin, S. D.—J. H. Jorgeson is now mgr. of our company, succeeding A. B. Peterson, who resigned.—Farmers Grain & Merc. Co.

Belle Fourche, S. D.—C. A. Quarnberg has bot the interest of Pres. V. Bernard in the Tri-State Mlg. Co. Mr. Quarnberg is vice-pres. of the company.

Naples, S. D.—D. E. Stoddard is not operating our elvtr. now. He leased it a year ago but we are operating it at present.—E. J. Heiser, agt. W. I. Thompson.

Wagner, S. D.—Our officers are C. F. Scherer, pres.; H. V. Daily, vice-pres.; H. H. Monlus, sec'y-treas., and myself as mgr. I have resigned and Loyd Abbot will succeed me Mar. 1.—T. J. Cole, mgr. Farmers Co-operative Ass'n.

Forestville, S. D.—The elvtrs. of The Northwestern Elvtr. Co. and McCaull-Webster Elvtr. Co. are open, but the elvtr. of McIntyre-Frericch Co. has been closed for 4 years. F. A. Hogan is agt. at the Northwestern Elvtr., which has also been closed for several years.—P. P. Gunnison, agt. McCaull-Webster Elvtr. Co.

SOUTHEAST.

Newnan, Ga.—The recently incorporated Newnan Elvtr. & Feed Co. has succeeded the McBride Grain & Feed Co. We are the purchasing and sales agts. for the company.—T. B. McRitchie & Co.

Birmingham, Ala.—The annual meeting of the Grain Exchange was held Jan. 20 and the following officers were elected: Alex. Cecil, pres.; Chaplain Hodges, vice-pres.; and W. H. Mackin, sec'y-treas.

Birmingham, Ala.—The Smith Bros. Mlg. Co. incorporated; A. E., N. C. and R. A. Smith incorporators. The company will build a \$50,000 plant at Boyles, a suburb of this city. The mill will have a grinding capacity of 2,000 bus. of corn meal, 100 tons of alfalfa and 50 tons of chicken feed.

Clarksburg, W. Va.—We expect to rebuild at once, erecting a 40,000-bu. elvtr. with mill in connection. Also brick warehouse 75x100 ft., 4 stories high. We will probably install a sprinkler system.—S. C. Watkins & Co. The plant burned Jan. 12.

TENNESSEE.

Lenoir City, Tenn.—The Dempster Mlg. Co. incorporated to operate the old Dempster Mills; capital stock, \$10,000; the new company have only a small elvtr. attached to the mill with 50,000 bus. The company will also grind wheat and corn in a small way.

Nashville, Tenn.—The Hermitage Elvtr. which we have recently leased is equipped with the latest cleaning machinery, and has the best drying plant for corn south of Chicago, with the exception of the export plants at New Orleans. For a great number of years, dealers in Illinois have been afraid to ship corn south during the spring months on account of the excessive discounts necessary for the buyers to make to protect themselves. These discounts, while often seemingly heavy, have not been enough in the opinion of the buyer for the reason that when it was shipped further south, the corn would, in some instances, deteriorate so fast as to cause total destruction before it reached destination.—Chas. D. Jones & Co.

MEMPHIS LETTER.

J. J. Stream of Chicago has applied for membership in the Merchants Exchange.

J. E. Tate & Co. have moved into their offices in the new building they recently completed.

Nat S. Graves and Walter J. Fransioli have been reappointed sec'y and ass't sec'y of the Merchants Exchange by Pres. S. Ciark, who also names Thos. O. Vinton treas and S. Tate Pease (chairman), J. J. Wade and J. B. Edgar as the hay and grain com'te.

R. B. Shofstall of the Shofstall Hay & Grain Co. has moved his offices to the Exchange Bldg. in this city and has applied for membership in the Merchants Exchange. He was formerly located in Kansas City, Mo. R. A. Lowe of the same company has also made application.

S. M. Pepper of G. E. Patterson & Co. has been admitted to membership in the exchange. At a general meeting of the members Jan. 20 the qualifications of the grades of hay of the National Hay Ass'n were adopted by this exchange, same to become effective Feb. 1.—N. S. Graves, sec'y.

TEXAS.

Hillsboro, Tex.—The Hillsboro Grain & Elvtr. Co. has been dissolved.

Center Point, Tex.—The Center Point Grain & Elvtr. Co. is building an elvtr. on the San Antonio & Arkansas Pass R. R.

Beaumont, Tex.—The new mill and elvtr. of the Josey-Miller Co. was put into operation Jan. 26. The plant replaces the one burned Sept. 7, 1913.

Prosper, Tex.—We are erecting an iron clad building with a handling capacity of 6,000 bus. a day, to replace the plant burned Jan. 7.—Baker Bros.

New Braunfels, Tex.—The H. Dittlinger Roller Mills Co. will build a 125,000-bu. elvtr. The A. E. Baxter Engineering & Appraisal Co. drew the plans.

Dallas, Tex.—Work has been started on the wrecking of the elvtr. of Arbuckle Bros. It is estimated that it will require 4 months to take the building down and that it contains 2,000,000 ft. of lumber.

Lufkin, Tex.—We are engaged in the wholesale grain business with warehouse facilities for handling local and out of town local shipments. We handle grain in car lots and ship all over the state. J. W. Murphy, mgr., was for 3 years state deputy feed inspector and for 1 year ass't state chemist.—Murphy Grain Co. The company has remodeled the old "cotton square" warehouse and is also remodeling another building for warehouses.

UTAH.

Logan, Utah.—Geo. F. Thatcher, treas. of the Thatcher Mlg. & Elvtr. Co., died after a brief illness, Jan. 18. Mr. Thatcher had not been feeling well for some time and decided that he needed a rest. He went to Blackfoot, Ida., on Jan. 9, to consult a physician, and died 9 days later.

WASHINGTON.

Sunset, Wash.—I will engage in the grain business for myself on April 1. Sacks are down in price so that the farmer can buy them and not think he is being robbed.—D. M. McCancy, Pl e City.

Seattle, Wash.—Mauritz Thomsen, pres. of the Centennial Mill Co., has bot the interest of J. K. Smith in the Washington Grain & Mlg. Co., including the mills at Reardan and Creston and the warehouses along the Cent. Washington R. R., paying \$45,000.

Seattle, Wash.—The members of the Merchants Exchange held a meeting, Jan. 19, and took up the new government corn grades which go into effect July 1. Recommendations were made to the state board of public utilities, which will make the necessary changes in the present grades.

Hatton, Wash.—The only elvtr. at this point is operated by this company. Grain in this section of the country is handled chiefly in sacks. The feeling in favor of bulk handling is becoming almost general, and it is thought that it will be only a matter of a comparatively short time when elvtrs. will be required to cope with a growing demand.—C. F. Jones, mgr. Producers Union Warehouse Co.

Olympia, Wash.—The state board of control fixed 8½c as the price for grain sacks this year. Last year, with the price of 8c, the jute mill at Walla Walla penitentiary showed a slight loss when the cost of maintenance of laborers was figured. The bag market at present is 8½c. The new law provides a price that will yield not to exceed 12½%. New rules for the distribution of sacks were also adopted, under which any excess not purchased in one county may be distributed among applicants in other counties before the bags are sold in the open market.

Reardan, Wash.—The annual county convention of the Farmers Unions in Lincoln County, was held recently and the following officers elected: Pres., P. C. T. Weisman, Almira; vice-pres., Joseph Kunz, Wilbur; sec'y-treas., William U. Neeley, Davenport; county organizer, H. I. Hickley, Waukon; executive com'te, Almer McCurtin, Davenport; Michael Kunz, Wilbur, and Edgar Williams, Mohler. According to statistics presented to the delegates the Farmers Union Warehouses in the county handled 1,680,000 bus. of grain the last year, practically a quarter of the entire production, and of this amount 84,000 bus. were in bulk. Complete figures presented at the convention showed that 840,000 bus. of grain had already been shipped, and of this amount 243,000 bus. went to the union's tri-state warehouse on the Coast. About 60 accredited delegates and 100 visiting members were present at the 3-day session. The resolutions adopted favored closer co-operation in buying and selling commodities; assistance to the county agriculturist; federal grading of grain based on gluten tests; seeking of export trade in order that greater profits may accrue from bulk wheat.

WISCONSIN.

Baraboo, Wis.—The farmers of this vicinity have organized the Farmers Produce Co. We will handle little grain and what we do handle will be for seed purposes.—W. A. Toole, sec'y Com'te of Organization.

Eldorado, Wis.—I have rebuilt the old flume mill at this station. I am not making flour, but have installed an attrition mill for feed grinding of all kinds. I buy and sell grain for feed purposes, but am not strictly speaking a grain dealer.—Oscar A. Huelsman.

Plattville, Wis.—The Plattville Lbr. & Fuel Co. is now carrying a full line of grains, feeds, etc.

Waupun, Wis.—The Farmers Elvtr. Co. recently held its annual meeting and elected the following officers: J. W. Kasstein, pres.; A. Shultz, treas., and W. H. Towns, sec'y.

MILWAUKEE LETTER.

Mgr. Geo. A. Schroeder of the freight bureau of the Chamber of Commerce has been nominated as pres. of the Milwaukee Traffic Club.

The directors of the Chamber recently endorsed Baltimore for the location of a regional bank, under the newly enacted Currency Law.—H. A. Plumb, sec'y.

W. P. Bishop is chairman of the recently appointed publicity com'te of the Chamber of Commerce. Other members are W. A. Hottensen, James Mander, Stewart Hyde and Sec'y H. A. Plumb.

The fee for supervising the weighing of grain from railway cars is 50c per car load, and for weighing on the Chamber of Commerce wagon scale is 80c per car not exceeding 10 wagon loads, and 5c for each additional load.

F. G. Bell, C. A. Malmquist, E. Blankenburg, Geo. O. Farrell and Wm. A. Dawson have been admitted to membership in the Chamber of Commerce and the memberships of H. O. K. Richards and the estate of Alfred Dawson have been posted for transfer.—H. A. Plumb, sec'y.

WYOMING.

Millburne, Wyo.—The elvtrs. and mill of the Lyman Mlg. Co. at this point recently burned to the ground. The plant will probably be rebuilt.

CORN MEAL, THE AMERICAN INDIAN'S Gift to Civilization.

Originally "Indian corn" was a tropical or subtropical plant, but the Indians, who made it one of their staple foods, succeeded finally in producing varieties which would ripen as far north as Canada. Since the discovery of America, this staple food of these aborigines has been generally raised all over the world. It now ranks with wheat, rye, barley, oats and rice as one of the most important food grains, and may be called the American Indian's greatest gift to modern civilization.

Indian corn, therefore, has special historical interest for Americans from the fact that it is generally recognized as being native to American soil. Its cultivation and use even in the early colonial days was very widely distributed. The desire to produce it was probably the incentive which most frequently led the Indians to abandon nomadic life and to form settlements. Because of the quickness and ease with which it can be raised, it was undoubtedly the means of saving from starvation many of the pioneers who came from other lands. So important was this food in the days when the country was being settled that both natives and colonists in their troubles with one another found it was a greater blow to destroy corn crops of adversaries than to make war upon them.

The Department of Agriculture's experts in nutrition have been studying the possible uses of corn meal, which they have figured out makes up over 8% of the total food consumed by the people of the United States. In a farmer's bulletin (No. 565) entitled "Corn Meal as a Food and Ways of Using It," several dozen recipes are given that may call to mind old favorites and suggest to the housewife untried dishes both appetizing and nutritious. Some of these recipes date back to the aborigines of the soil.

Decision on B/L Clause "Inspection Not Permitted."

The first court decision to be rendered on the clause inserted a few years ago in the uniform bill of lading, "Inspection of property covered by bill of lading will not be permitted unless provided by law or unless permission is endorsed on this original Bill of Lading or given in writing by the shipper," has just been given by the Illinois Appellate Court in a case pressed to conclusion by Wm. R. Bach, attorney of the Illinois Grain Dealers Ass'n.

Paul Kuhn shipped four cars of wheat from Ashmore, Ill., to Chattanooga, Tenn., on the following offer sent out from his Terre Haute office:

"On basis of today's market we could sell you C. A. F. your station, Terre Haute elevator weights and inspection final, subject to demand draft, No. 2 Red Winter Wheat \$1.11½ bushel. Above prices are for grain in bulk. In your acceptance, please state price."

Receiving the offer W. G. Oehmig, broker at Chattanooga, phoned the Mountain City Mill Co. there and closed for 5,000 bus.

On arrival at Chattanooga the wheat was inspected by P. R. Wilhoit, public grain inspector, and on the same day the Mill Company wired Kuhn the wheat would not grade No. 2 and refused to accept it. Kuhn & Co. disposed of the wheat as best they could, but suffered a loss of \$1,000.

Appellants based their claim for damages on the ground that appellee C., C. & St. L. Ry. Co., thru its agent, the connecting carrier, permitted an inspection of these cars to be made, contrary to the said agreements in the Bs/L by reason of which inspection the wheat was rejected by the Milling Company and damages suffered by them as stated. Appellants also insist that the contract for the sale of the wheat with the Milling Company was that Terre Haute weights and inspection were to be final.

The contention of appellee is, that in the sale of the wheat by Oehmig, the broker, to the Milling Company, no mention was made and no condition was agreed to that Terre Haute weights and inspection should be final; that one employing a broker to act for him in a particular market must be presumed as intending that the business will be done

according to the usages and customs of that particular market, in the absence of an express provision to the contrary; and that the custom and usage of the grain market at Chattanooga was for the purchaser of wheat to have it inspected before accepting it.

Judge Eldredge said: The evidence shows that the custom and usage of the grain market at Chattanooga permitted buyers of wheat to inspect the same before they purchased it. The evidence further shows that in the negotiations for the sale of the wheat to the Milling Company by the broker, Oehmig, nothing was said by the latter to the Milling Company that Terre Haute weights and inspection should prevail. It therefore follows that the Milling Company had the right to assume that the usage and custom of the Chattanooga market entered into and became a part of the agreement to purchase said wheat and that unless it proved on inspection to be strictly up to grade No. 2 Red Wheat it would not have to receive the same.

Carrier Liable for Permitting Inspection.—While the evidence does not show that appellee thru its connecting carrier gave any affirmative permission to the public inspector to inspect the wheat in these cars, nor does it show that it acquiesced in or consented thereto, yet we are of the opinion that under said provisions of the Bs/L appellee was bound to prevent such inspection, and there was a technical violation of the terms of the contract of carriage in this respect and that appellants are entitled to nominal damages.

The judgment of the Circuit Court will therefore be affirmed.

First Leaking Car Report.

The weighing and inspection departments at many of the different markets now indicate on a ticket having a diagram of a freight car the points at which the car was found to be in a leaking condition on arrival at destination.

The first attempt to perform this service for the shipper in a systematic way is said to have been made at Toledo; and the honor of designing the first leaking car report blank went to two young grain clerks of that city, now leaders in the trade, Fred Mayer of J. F. Zahm & Co. and J. W. St. John of Crumbaugh & Kuehn.

Reproduced herewith is the form originated at Toledo. The initials on the side of the car, C. W. & S. D. R. R., mean Correct Weight and Square Deal Ry. The crosses along floor of car at door indicate that the leak occurred at that point, the grain door not fitting the bottom of the car. The report blank was used as far back as 1898.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & A. quotes a rate of 12c on wheat and 11c on corn from Kansas City, Mo., to Litchfield, Ill., effective Feb. 5.

C. P. & St. L. quotes a rate of 10c on grain from Peoria and Pekin, Ill., to Henderson, Ky., effective Feb. 8.

A. T. & S. F. in 2247B names elvtr. allowances on grain at Ft. Worth and North Ft. Worth, Tex., effective Feb. 26.

C. B. & Q. in Sup. 30 to 3706C quotes a proportional rate on corn from Des Moines, Ia., to stations in Mo., effective Feb. 20.

Santa Fe in Sup. 6 to 7481-D quotes rates on alfalfa meal from Colorado stations to Memphis, Tenn., effective Feb. 22.

St. L. S. W. in 6395 quotes a rate of 10c on grain and grain products from Cairo and Thebes, Ill., to Helena, Ark., effective Feb. 15.

Santa Fe in Sup. 14 to 6334-E quotes rates on alfalfa meal from New Mexico stations to Louisiana and Texas stations, effective Feb. 15.

L. & N. in RC 4236 names rules governing reshipment of corn and oats from Henderson, Ky., and Evansville, Ind., effective Feb. 26.

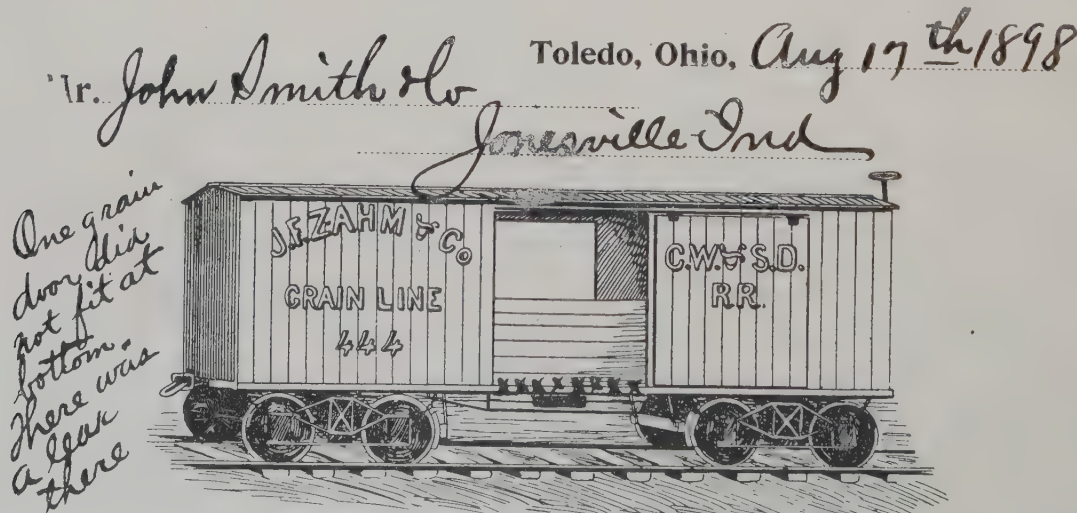
Can. Nor. quotes a rate of 15c from Duluth and 20c from Minneapolis and St. Paul, Minn., on corn, to Ft. William, Ont., effective Jan. 23.

M. & O. quotes reduced rates on grain products and mixed feeds from Memphis, Tenn., to Greenville, Columbus, Starkville, West Point, Miss., and other junctions.

B. & O. S. W. in Sup. 3 to H2124G names rules governing milling, cleaning, malting, drying, screening, sacking or shelling grain in transit at its stations, effective Feb. 23.

C. G. W. in Sup. 7 to 50-B names rules and charges governing reconsignment of grain, grain products and seeds in the Minneapolis-St. Paul district, effective Feb. 12.

Mo. Pac. quotes a rate of 13c on wheat from Cairo, Gale and Thebes, Ill., and 15c from Carondelet, St. Louis, Mo., East St. Louis, and Du Po, Ill.; to Searcy, Ark., effective Feb. 24.



The man who oversees the weighing of our grain at E. S. Iron Elevator reports that your car *W.P. 10438* arrived with defects as marked.

J. F. ZAHM & CO., Toledo, Ohio.

The First Leaking Car Report.

M. St. P. & S. S. M. in Sup. 6 to 16800 quotes a rate of 20c on corn from Minneapolis and St. Paul, Minn., to Fort William, Port Arthur and Westport, Ont., Can., effective Feb. 10.

Ill. Cent. quotes a rate of 13.5c on corn, oats, rye and barley between East St. Louis, Ill., and 11.5c between Chicago and Peoria, Ill.; and Kiene and Quasqueton, Ia., effective Feb. 20.

C. & O. of Ind. in Sup. 10 to 769C quotes rates on grain and grain products from its stations, Chicago, Ill., and Hammond, Ind.; to Canadian, New England and eastern interior points, effective Feb. 24.

C. B. & Q. in 3097G gives rules governing shelling, mixing, milling, cleaning, storing and reconignment privileges on wheat, corn, oats, rye, barley and feed at Elwood, Kan., and St. Joseph, Mo., effective Feb. 16.

Union Pac. in Sup. 14 to 13475 quotes rates on grain, grain products, broom-corn and seeds, between stations in Kan., Ill., Mo., Neb., Colo., Wyo., Minn. and Ia.; and points in Kan., Neb., N. M., Colo. and Wyo., effective Feb. 28.

C. B. & Q. in Sup. 31 to 5400A quotes rates on grain and grain products between Nebraska City, Omaha, Neb., Sioux City, Ia., Kansas City, Mo., and other stations; and stations in Colo., Mont., Wyo. and Neb., effective Feb. 25.

C. & A. in Sup. 13 to 28-B allows 1/4c per bu. for transferring grain thru elevators at St. Louis, Mo., East St. Louis, Granite City and Venice, Ill., when destined to Texarkana, Ark., Texas and Louisiana stations, effective Mar. 1.

C. St. P. M. & O. in 3812 quotes a proportional rate on wheat, corn, oats, rye, kafir corn and buckwheat from Minneapolis, Duluth, St. Paul, Minn., Superior and Itasca, Wis., to stations in C. F. A. territory, effective Feb. 12.

Ill. Cent. in Sup. 8 to 7679D names rules governing grain milled, dried, cleaned and shelled at East St. Louis, Cairo, Mounds, Mound City, Ill., and its stations in Ill. and Ind., not including Evansville and Indianapolis, effective Feb. 25.

C. B. & Q. in Sup. 18 to 4000B quotes rates on grain and grain products between Chicago, Ill., St. Paul, Minneapolis, Winona, Minn., St. Louis, Mo., La Crosse, Wis., and stations taking same rate; and stations in Ia. and Mo., effective Feb. 20.

C. B. & Q. quotes reshipping rates on grain as follows: from Hannibal, Mo., to New York, N. Y., 16.5c, to Baltimore, Md., 15c, and to Philadelphia, Pa., 15.6c; from Quincy, Ill., to New York, N. Y., 16c, to Baltimore, Md., 14.5c, and to Philadelphia, Pa., 15c, effective Feb. 16.

Ill. Cent. in Sup. 3 to 1081-B quotes rates on grain, grain products and by-products from its stations to Illinois stations; also Evansville, Ind., and St. Louis, Mo.; also rates on grain and grain by-products originating beyond from Peoria, Pekin, East St. Louis and East Dubuque, Ill., to C. F. A. points, effective Jan. 8.

C. R. I. & P. quotes rates on corn, rye, oats and barley between Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn.; and stations in Minn. as follows: Pipestone, 8.8c; Luverne and Jasper, 8.9c; Round Lake and Worthington, 8.5c; also the following rates on wheat and flaxseed between above named stations and Pipestone, 9.6c; Luverne and Jasper, 9.7c, and Round Lake and Worthington, 9.1c, effective Feb. 16.

C. R. I. & P. quotes a proportional rate of 26.5c on oil cake and oil meal from Minneapolis, Minnesota Transfer and St. Paul, Minn., to Ft. Smith, Ark.; 22c on millfeed from Davenport, Muscatine and Cedar Rapids, Ia., to Ft. Smith, and Texarkana, Ark.-Tex.; 22c on oatmeal from Muscatine and Davenport, Ia., to Ft. Smith, Ark.; and 24.5c to Texarkana, Ark.-Tex.; and 28c on bran, chopped feed, gluten feed, corn meal, grain screenings and shorts from Minneapolis, Minnesota Transfer and St. Paul, Minn., to Ft. Smith and Van Buren, Ark., effective Feb. 28.

C. G. W. in Sup. 26 to 14854 quotes rates on grain products between Sargeant, Renova, Sutton, Elkton, and Taopi, Minn.; and Cannon Falls, Dundas, Elysian, Fari-bault, Goodhue, Mankato, Minneapolis, Minn. Transfer, Morristown, Northfield, Pine Island, Randolph, Red Wing, Rochester, St. Charles, St. Paul, Waterville and Winona, Minn.; effective Feb. 1.

Union Pac. quotes a rate of 15.05c on wheat, 13.27c on corn, 14c on millet and flaxseed, and 15c on oil meal between Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo.; and Durant, Neb.; 30c on wheat, 25c on corn and oil meal between Denver, Colo., and Durant, Neb.; and 11.47c on wheat, 9.77c on corn and 11.5c on oil meal between Omaha, Neb.; and Durant, Neb., effective Feb. 28.

C. G. W. quotes the following rates between Minneapolis and St. Paul, Minn.; and the given stations: Zumbrota, Minn., 7.6c on wheat and flaxseed, and 7c on corn; Lena, Minn., 8c on wheat and flaxseed and 7.3c on corn; Pine Island, Minn., 8.5c on wheat and flaxseed and 8c on corn; Douglas, Minn., 9c on wheat, corn and flaxseed; and Rochester, Minn., 10c on wheat, corn and flaxseed, effective Feb. 1.

G. N. quotes a rate of 13c on grain between Duluth, Minneapolis, St. Paul, Minn., Superior and Allouez, Wis.; and Sweetwater, Newville, Olmstead, Webster, Hansboro, Garske, Crocus, Starkweather, Rock Lake and Ellsbury, N. D., effective Feb. 20.

Soe quotes a rate of 20c on wheat and buckwheat and 22c on flaxseed from Duluth, Minneapolis, St. Paul, Minn., and Superior, Wis., to Allegheny, Pa.; 18c on wheat, 17c on buckwheat and 14 1/2c on coarse grain to Aurora, Ind.; 18c on flaxseed, 17c on wheat and buckwheat and 14c on coarse grain to Cairo, Joppa, Cincinnati, Dayton, O., Jeffersonville, Evansville and Lawrenceburg, Ind., and 20c on corn from Minneapolis and St. Paul, Minn., to Fort Arthur-Fort William, Ont., Can., effective Feb. 10.

C. G. W. in Sup. 7 to 97A quotes rates on grain, grain products and seeds between Minneapolis, St. Paul, Winona and Red Wing, Minn., and its station and connections in Minnesota and Iowa; also rates on bran, oil meal, flax screenings, millstuffs and corn between Minneapolis and St. Paul, Minn., and Gilmore, Hamilton's Siding, Minnesota City, Sugar Loaf, Winona and Woodlawn, Minn.; also rates on wheat and corn between Rochester, Minn., and Douglas, Pine Island, Lena and Zumbrota, Minn.; also rates on wheat, corn, oats, rye and barley between Minneapolis and St. Paul, Minn., and Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo.; effective interstate Mar. 1, intrastate Feb. 1.

C. St. P. M. & O. quotes a proportional rate of 14 1/2c on corn, rye, oats, barley, spelt and kafir corn, 17c on wheat and buckwheat, and 18c on flaxseed from St. Paul, Minneapolis, Duluth, Minn., Superior, and Itasca, Wis.; to Aurora, Evansville, Lawrenceburg, Madison, North Vernon, Seymour, Vincennes, Washington, Jeffersonville, New Albany, Ind., Cairo, Ill., Cincinnati, Dayton, Hamilton, Piqua, Springfield, and Yellow Springs, O.; also from same points to Henderson, Ky., corn, etc., 15 1/2c, wheat 18c and flaxseed 19c; to Indianapolis, Ind., corn 13 1/2c and wheat 16c; to Stanley, Ky., corn 17 1/2c and wheat 20c; to Owensboro, Ky., corn 17 1/2c, wheat 20c and flaxseed 21c; to Louisville, Ky., corn 15 1/2c, wheat 18c and flaxseed 19c; to Lima, O., corn 13 1/2c, wheat 16c and flaxseed 18c; also flaxseed rates as follows: to Buffalo, N. Y., 22c, Cleveland, O., 19 1/2c, to Detroit, Mich., 17 1/2c, to Fort Wayne, Ind., 14 1/2c, South Bend, Ind., 14 1/2c, and Toledo, O., 17 1/2c; effective Feb. 12.

ARGENTINA now has the right to ship into the United States wheat and wheat products, including feedstuffs, free of duty, according to a formal announcement sent out Jan. 26 by the U. S. Treasury Department.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

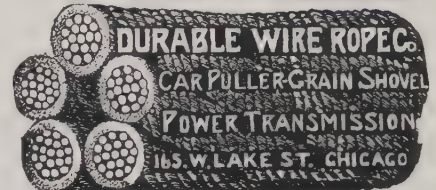
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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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The Original Brown-Duvel Tester for Alcohol. Price \$32.00.

Ask us for a Free copy of the Federal Corn Grades, printed on heavy board. You'll be sure to want it for reference.

Supply Trade

Chicago, Ill.—The Metal Car Seal Co., manufacturing the Edgar steel seal, has recently changed its name to the Edgar Steel Seal and Mfg. Co.

Billings, Mont.—The Northwestern Mill Construction Co. has recently been incorporated and two grain elevators and a flour mill will be erected at Billings.

Chicago, Ill.—The Chicago office of the Avery Scale Co. has recently been changed to 732 Marquette Bldg. A. C. A. Annett has been engaged as manager for Chicago and nearby territory.

Chicago, Ill.—The growing business and increasing popularity of A. H. McDonald, who styles himself the "Gas and Gasoline Engine King," has necessitated the opening of a branch office at Tampa, Fla.

Beloit, Wis.—A receiver was recently appointed for J. Thompson & Sons, manufacturers of gas engines and farm implements. Petition was filed by consent of the company and it is expected a reorganization will be worked out.

St. Louis, Mo.—The Shultz Belting Co., one of the oldest firms of leather belting manufacturers in the West, is in the hands of a creditors' committee. There are said to be large assets but the liabilities have not as yet been made known.

Chicago, Ill.—A tract of 26 acres at West 12th St. and South Forty-fourth Ave. has been purchased by the W. A. Jones Fdy. & Mchy. Co. as a site for a large manufacturing plant. Plans for the first group of buildings, to cost \$300,000, are in preparation. The plant when complete will represent an investment of \$1,000,000, and will give employment to 500 men.

Chicago, Ill.—Another instance of customary enterprise, is the publication by the Hess Warming & Ventilating Co. of heavy placards bearing the Federal corn grades that will take effect July 1st. Here is the way to secure these absolutely necessary tables of grades in durable shape. The Hess Co. extends to all readers of the Journal the opportunity to secure as many of these as may be desired.

Philadelphia, Pa.—The recent agitation by the Nat'l Design Registration League, together with many of the large manufacturing concerns of the country, for a new design registration bill, has outcome in the one recently introduced in the House of Representatives by Congressman Oldfield, and in the Senate by Senator James. The readers of the Journal who may be interested in this movement for the protection of all arts and trades in the designs of manufactured products, may secure a copy of the bill by making request to S. M. Weatherly, 1309 Race St., Phila.

In the campaign now becoming general all over the country to eliminate the fake, the quack or even the advertiser of doubtful standing and responsibility, we are reaching a situation that shows the great value of space in a publication that maintains high standards. The buyers of space who can qualify for such journals are becoming more particular about the company they are in, the publishers are editing more carefully the advertising copy offered and are drawing the lines more strictly on undesirable business. This is progress and makes for a bet-

ter protection to the buying public.—*Commercial West.*

Minneapolis, Minn.—H. E. Collins has been made Northwestern representative of Sprout-Waldron & Co., Muncy, Pa., manufacturers of elevator and milling machinery. Mr. Collins needs no introduction to the trade, as he is well known as a millwright, elevator and flour machinery expert. An office has been opened at 218 Corn Exchange Bldg. It is also announced by Geo. J. Noth, manager of the western office at Chicago, that C. D. Sutton has been engaged to travel in Illinois, Missouri, and portions of Iowa and Indiana. Mr. Sutton has, in the past, been connected with such concerns as Allis-Chalmers, Nordyke & Marmon, and has designed and completely erected several of the largest feed and flour mills in the central states. The connection with these gentlemen undoubtedly places Sprout-Waldron & Co. in a better position to handle its rapidly growing Western business.

The Richardson Grain Separator.

Readers of the Journal may have observed that the Richardson Separator was mentioned as part of the machinery equipment of all the newer and most up-to-date elevators described in the account of the grain handling facilities of Fort William-Port Arthur, Canada, in the Jan. 10 number of the Journal.

Altho a comparatively new machine, this cleaner and separator is already well known in the Canadian Northwest, and grain handlers elsewhere who have difficult separations to make are becoming interested in the remarkable work done by this machine.

Sieves and suction, so familiar to users of grain cleaners, are not employed in this machine, the principle of which is

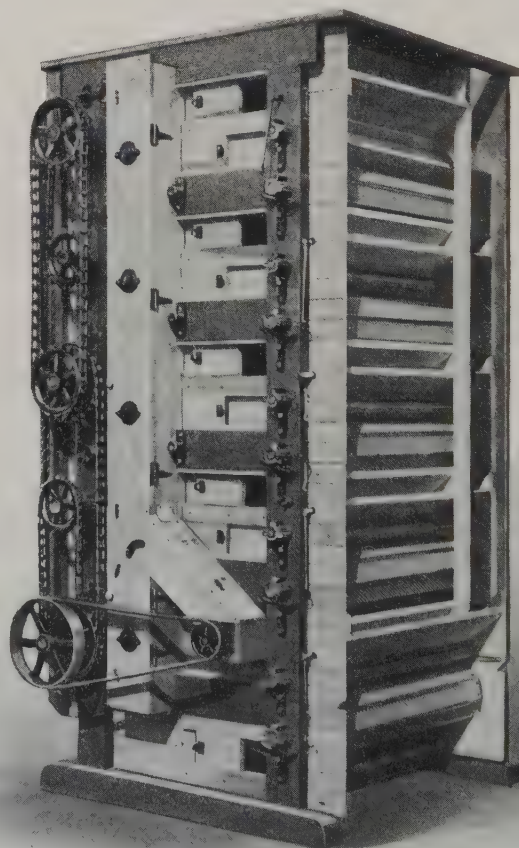
entirely different from others. The separation is effected by traveling steel aprons having indented pockets, not perforations, of different sizes and depths, for separating grains of different lengths.

Grains of a certain length drop into the pockets, and as these pockets pass under stationary revolving brushes, the longer grain is brushed across the aprons and out of the separator, and the shorter grain (wheat) is carried under the brushes and passes out of the machine at another place. Each apron, together with the revolving brush just above it, is a finisher, and will handle a certain amount of grain per hour. The capacity of each separator depends upon the number and width of the aprons it contains.

Separations made by this machine are: Oats from wheat. Wheat from oats and barley. All kinds of seeds from wheat, oats, barley, rye. Oats and wheat from screenings.

Grain containing sticks, stones, or coal is run over a scalper, or over a receiving separator, before going to the Richardson machine.

The newest type of Richardson machine is that shown in the engraving, and is known as the No. 5 Oat Separator having 36 inch wide aprons, built without elevator attached, but accomplishes the same separations as the oat separator with elevators and requires 28 inches less height. This style can be equipped with a shaker seed screen under the lower apron for getting small seeds out of wheat. In the No. 5 machine the lower apron recleans the tailings from the four upper aprons, accomplishing a perfect separation with one operation. Additional information will be given readers of the Grain Dealers Journal on application to the manufacturers, the Grain Separator Co.



No. 5 Richardson Oat Separator.

BELTING NEEDED FOR LEGS and Conveyors.

Operators of grain elevators recognize that one of the chief items in the cost of equipment and maintenance of their plants is belting. Hence its serviceability and durability is deserving of careful consideration and investigation before investment is made.

Most rubber belting will go to pieces before it is worn out, because the plies have separated or the seams have opened. Many elevator managers have found it economical practice to use various plies for the same width of belt for conveying and elevating finding in conveying belting, that a ply heavier on a long belt, not only gives the additional life on the larger investment, but pays *dividends* and provides reserve strength. It saves time lost in taking up belts which stretch.

On elevating legs, the principle features to keep in mind are the distance between the pulleys and the size and distance between the buckets. Modern elevator practice is to build higher and larger storage tanks, using deeper buckets, spaced closer together and increased belt speed. All of these features mean only a slight addition to the original investment and increase the elevating capacity, in some cases double, without any extra cost for land, building, etc. For these reasons, elevator operators should be sure to install an elevator belt that will give the maximum amount of service. Old elevators are being remodeled along the above lines, as higher belt speed, buckets closer together, etc., but unfortunately, most managers forget to provide for this extra elevating capacity, and replace the old belts with new ones of the same ply.

Putting these problems up to the belt manufacturers will save elevator managers many uncomfortable hours of lost time, car penalties, etc. By careful collection of data, through a long period of time, W. H. Salisbury & Company have made the following observations, as to the most economical belting for various elevator purposes. These suggestions will prove not only economical, but will insure long lived, continuous belt service:

For conveyors any width, distance between head and tail blocks, 150 ft., use 4-ply; from 150 to 250 ft., use 5-ply; over 250 ft., use 6-ply.

On receiving legs, lofter belts, etc., the following will be found economical practice:

12", 14" or 16" belts with buckets not less than 14" apart, and not over 100 ft. centers, 5-ply; buckets less than 14 in. apart, and over 100 ft. centers, 6-ply.

18", 20" or 22", with buckets not less than 12" apart, and 100 ft. centers, 6-ply; over 100 ft. centers, or closer together, 7-ply; over 175 ft. centers, use 8-ply. On all belts for Marine leg use, 8 and 10-ply should be used. On all belts over 22" or belts on which the buckets are staggered, 8 and 10-ply belts should be used.

By using heavy legged belts, stretch is reduced to a minimum and the strain on the belts at the bolts, where cups or buckets are attached, is materially reduced. The heavy belt also reduces the danger of destruction in the event of a severe "choke" which frequently occurs in the boot of the leg. If a choke does occur and the power is not shut off quickly, one of two things must happen, either the buckets must collapse or the belt must break. Where heavy steel buckets are used, 95 times out of 100, the belt breaks; where tin buckets are employed, the chances are about equal.

Pulley conditions are usually good in

all elevators. We find they are using pulleys from 6 ft. to 7 ft. in diameter at the heads of all elevator legs, which is sufficient and 24 in. to 30 in. pulleys at the lower end of the leg, which also is good and probably as large as could be used.

Modern elevators are equipped with 30 in. pulleys in legs requiring fewer belts for that purpose, but greater conveying capacity is required, therefore more conveyor belts are used.

"Salisbury" Solid Woven Non-Separable Ply "R. F. & C." Belt has for over ten years been proving that it is an economical care-free belt. Many modern large elevators in the United States and Canada are equipped throughout with this brand of belt, and they are the type of plant where costs for conveying and elevating are the cheapest.

The Improved Automatic Dump Controller.

After several years of supplying the trade with the Automatic Dump Controller, L. J. McMillin reports the demand for these machines in the spring wheat section has become very strong, and in order to supply this demand he has added what he calls a No. 2 Controller which is double the strength of the No. 1 or standard machine. While this double strength adds nothing to the length of the machine, it fills the demand in this section.

Its being placed under the driveway floor and out of the driveway is quite an advantage in sections where farmers haul large loads or drive three horses abreast, since this leaves the driveway free from obstruction, and the driveway can be made as wide as may be desired. By attaching these controllers to a platform dump it makes a safe, satisfactory and convenient way of unloading any wagon since the different height of wagon wheels makes no difference in the slope of the wagon when dumping, and a sled can be dumped as well as a wagon.

This device controls the drop of the dump, so that it goes down steadily, and without any jar or jerk. The controller when dumps are placed on the scales relieves the knives of the scales of the rack and jar and prolongs their term of service. The ease and quiet with which the grain is dumped delights the operator and pleases the customer.

The controllers are perfectly automatic, being filled with oil they are self-lubricating. After attaching them to the dump and regulating the speed at which they drop the dump, the controllers require no further attention.

THE OWEN BILL to regulate stock exchanges was the subject of public hearings begun Feb. 4 by the Senate Banking Com'te at Washington.

H. S. GREELEY of Chicago, who addressed the Tri-State Grain Growers convention at Fargo, N. D., Jan. 24, on the methods of doing business on the Chicago Board of Trade, is reported to have said, "There is no way in which a grain merchant who is a member of the exchange can do business honestly and succeed." Failures in many other lines of business have frequently advanced the same excuse, but seldom are they taken seriously. Funny Mr. Greeley does not resign from membership with such men and thus relieve the Board of Directors of their plain duty to expel him. *Later:* Mr. Greeley's membership has been posted for transfer.

A Schedule of MOTIONS concerning HESS DRIERS

Wednesday P. M., Jan. 28.

Wire received from Trans-Mississippi Grain Co., Omaha, requesting prices and details of Ideal Hess Driers.

Blue prints, catalogue and estimates mailed under special delivery stamp.

Thursday P. M. Another wire received from the Grain Company, "Can your man meet our millwright at Burlington Friday, to plan drier arrangement?"

Friday A. M. Our engineer on the ground at Burlington plans all details.

Friday P. M. The order for two Driers is sent us over long distance 'phone.

Saturday A. M., Jan. 31. The driers (a carload) were loaded and left Chicago Saturday night.

LATER—A skilled erector goes to install the driers, on receipt of dispatch that the goods have arrived at destination.

PRETTY SOON, later, the driers are turning out corn and making \$ \$ \$ for the owners.

We're doing this all the time. We can do it for you, and your profit will be bigger than ours. How about it?

Hess Warming & Ventilating Co.

Makers also of Moisture Testers

907 Tacoma Bldg.
Chicago

Drop a card and ask us for a copy of the Federal Corn Grades, on heavy board, with eyelet to hang up in your office. It will come handy, later. No charge.

Supreme Court Decisions

Claim for Damage.—Where a claim for damages was duly mailed to the carrier within the time fixed by the B/L, the mailing of the claim was a sufficient service; the posting of a letter being prima facie evidence of delivery in due course.—*Johnson v. New York, N. H. & H. R. Co.* Supreme Judicial Court of Maine. 88 Atl. 988.

Surrender of B/L.—Where the waybill for a shipment of goods, for which a negotiable B/L was issued, required a surrender of the bill before delivery, the fact that one of the connecting carriers, before defendant, had transported the shipment under a different agreement, will not change defendant's right to demand the B/L before delivery.—*Voghel v. New York, N. H. & H. R. Co.* Supreme Judicial Court of Massachusetts. 103 N. E. 286.

Itemizing Damages for Defective Seed.—The petition, in an action for damages resulting from the delivery of cheat seed, instead of oat seed as ordered, which alleged that the reasonable value of the time and labor required to remove the cheat from the soil and prevent it from interfering with other crops was a certain amount, was not defective for not itemizing the time and labor required.—*Texas Seed & Floral Co. v. Watson.* Court of Civil Appeals of Texas. 160 S. W. 659.

Kansas Reciprocal Demurrage Law Valid.—Chapter 345 of the Laws of 1905 is not void for the reason that the title thereof does not conform to the requirements of section 16 of article 2 of the Constitution of Kansas, but such title is sufficient to embrace the provisions of the act. If chapter 286 of the Laws of 1901 is deficient in this respect, such deficiency does not invalidate the act of 1905 which is amendatory thereto.—*Star Grain & Lumber Co. v. Atchison, Topeka & S. F. R. Co.* Supreme Court of Kansas. 116 Pac. 906.

Recovery of Excess Freight Charges.—Where a common carrier has exacted excess charges for the transportation of freight, such excess may be recovered in a common-law action for money had and received by the defendant for the use of the plaintiff, whether the charges exacted are in excess of reasonable rates at common law or are in excess of rates prescribed and made prima facie reasonable under statutory authority.—*Cullen v. Seaboard Air Line R. Co.* Supreme Court of Florida. 58 South. 182.

May Sue in State Court and Before Interstate Commission.—That plaintiff had instituted proceedings before the Interstate Commerce Commission and secured an order against defendant forbidding discrimination in the distribution of coal cars and awarding reparation to plaintiff did not bar plaintiff's subsequent action under Act June 4, 1883 (P. L. 72), for damages from discrimination, where the discrimination complained of related solely to intrastate commerce.—*Clark Bros. Coal Mining Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 88 Atl. 754.

Warranty of Seed.—Where one sells goods for a special purpose, such as corn for seed, there is an implied warranty of the fitness of the merchandise for the purpose for which it was sold. A seller, suing for a breach of a contract of sale of goods sold for a special purpose, has the burden of proving that the merchandise was reasonably fit for the purpose intended. A purchaser of seed corn who made an advance payment before delivery and pleaded the breach of an express warranty of a specified germinating standard cannot recover back the payment, in the absence of proof of breach of such warranty.—*Totten v. Stevenson.* Supreme Court of South Dakota. 135 N. W. 715.

Carrier's Liability.—The owner of a shipment suing connecting carriers makes out a prima facie case against each carrier by showing the delivery of a certain quantity of goods to the initial carrier and the delivery of a less quantity by the delivering carrier, and it then becomes incumbent on each to show that the loss or damage did not occur on its line, or, if it did, that it was due to some cause for which it was not legally responsible.—*C. & O. Ry. Co. v. Williams.* Court of Appeals of Kentucky. 160 S. W. 769.

Damages for Deficient Quality.—While ordinarily the buyer's measure of damages for inferior quality of oats purchased is the difference in the market value of the oats contracted for and the market value of the oats actually delivered, he may nevertheless recover the reasonable expense incurred in blending the poor oats with better ones and for resacking, storage, insurance, demurrage, and expenses necessary to increase the price of the oats and lessen the ultimate loss.—*C. B. Sale and Pittman & Harrison Co. v. Star Mill & Elevator Co.* Court of Civil Appeals of Texas. 145 S. W. 1037.

Construction of Contract.—Where a transaction between two parties consists entirely of letters and telegrams, it is for the court to determine whether such correspondence constitutes a contract; and where such correspondence contains no technical words or terms of art, and the effect thereof depends merely upon the construction and meaning of the instrument and not upon extrinsic facts and circumstances, the construction of the contract is wholly for the court and is not a question of fact to be determined by the jury.—*J. Rosenbaum Grain Co. v. Higgins.* Supreme Court of Oklahoma. 136 Pac. 1073.

Transfer of B/L with Draft.—A transfer by a consignor to a bank of a B/L of goods consigned to a purchaser of the consignor and a draft on the purchaser, followed by payment by the bank of the draft to the consignor by crediting the amount thereof to the depositor, placed the legal right to possession of the property in the bank subject to the duty to deliver to the purchaser on his payment of the draft, but the bank could not use the legal title to enable the consignor to defeat the collection by the purchaser of a debt due him from the consignor.—*W. T. Wilson Grain Co. v. Central Nat. Bank.* Court of Civil Appeals of Texas. 139 S. W. 996.

Interest on Injunction Bond.—A member of an exchange sold to another member thereof wheat for future delivery, subject to the rules of the exchange, and deposited in a bank a sum to secure performance of his contract of sale. He sued in equity to cancel the contract and to recover the deposit and obtained a temporary injunction restraining the payment of the deposit. The trial court dissolved the injunction, but in view of the rules of the exchange the deposit was not paid over. Held, that interest on the deposit subsequent to the dissolution of the injunction was not recoverable as damages on the injunction bond.—*C. H. Albers Commission Co. v. Spencer.* Supreme Court of Missouri. 139 S. W. 321.

Consignee Not Liable for Freight Undercharge.—While a consignor or shipper is liable for freight by express contract between him and the carrier for transportation of goods, there is no contractual relation between the carrier and the consignee by the mere designation of the latter as consignee, which obligates him to receive the goods or pay the freight; his liability for freight resting entirely on an implied contract arising on his acceptance of the goods from the carrier with notice of the carrier's lien which is terminated by delivery. Where a carrier induces a consignee to accept goods on the theory that freight charges are "as stated," the consignee does not thereby become liable to the carrier for the difference between the freight charges paid and those which the carrier is required by law to charge.—*Pennsylvania R. Co. v. Titus.* Supreme Court of New York. 142 N. Y. S. 44.

Evidence of Sales Made by Broker.—Where, in an action for broker's commissions in the sale of feedstuff manufactured by defendants, plaintiff testified that he made the various contracts in question for the sale of the cars of material, and such fact was not rebutted by defendants, except by general statement that they knew nothing of it, and it was also shown that the sales were confirmed by defendants' managing agent, and notice sent to the purchasers—with copies to plaintiff and defendants—such proof established a prima facie case, and plaintiff was not bound to prove by each of the purchasers that he had made the contract with them.—*E. R. & D. C. Kolp v. Brazer.* Court of Civil Appeals of Texas. 161 S. W. 899.

Transfer of Title.—Rev. St. 1909, §§ 11956, 11957, make Bs/L negotiable by indorsement and delivery and operative to carry ownership so as to validate any pledge, transfer, etc., made thereby to a purchaser for value without notice, even if the transferor has no title as between himself and the shipper. A buyer of corn for cash, who was to send his check therefor, but who did not, transferred the shipper's B/L, with sight draft against a third person attached, to defendant bank, which gave him credit on its books for that amount and, on his insolvency, stopped payment on the draft, had the corn sold, and received the proceeds. Held that, as the bank paid nothing for the B/L, it was liable to the shipper for the proceeds.—*Boyd v. Bank of Mercer County.* Kansas City Court of Appeals, Missouri. 160 S. W. 587.

Erroneous Transmission of Message.—Where the sendee of a message erroneously stating that the sender would pay 53 and 54 cents a bushel for mixed and white corn, respectively, instead of 50 and 51 cents per bushel, orally contracted with a third person for the purchase of corn at 53 cents per bushel to deliver to the sender, and then, before anything further was done, the sendee learned of the mistake, he must on the contract with the third person being voidable under the statute of frauds elect to avoid it, and thereby reduce the damages caused by the negligence of the telegraph company. Where a sendee of a message erroneously stating that the sender would pay a specified sum per bushel for corn, instead of a less price, was informed of the mistake before he had made any binding agreement for the purchase of the corn to ship to the sender, and he voluntarily contracted anew for the corn, he could not recover from the telegraph company any damages resulting from the mistake.—*Miller v. Western Union Tel. Co.* Kansas City Court of Appeals, Missouri. 138 S. W. 387.

Anti-Discrimination Law Void.—Section 2 of chapter 258 of the Laws of 1907 provides that, when complaint shall be made to the Secretary of State that a corporation chartered in this state or authorized to do business therein has been guilty of unfair discrimination, he shall issue a notice fixing a date for hearing on such charge; and that, if in the opinion of the Secretary of State such corporation has been intentionally or willfully guilty of unfair discrimination for the purpose of destroying or preventing competition, or for such purpose shall willfully refuse to sell the commodities in which it deals, he shall so find, and make a record of such finding upon the records of his office, and shall at once forfeit the charter of the corporation, if domestic, or revoke and forfeit its permit to do business in the state, if a foreign corporation. Held, that the duties above referred to are clearly judicial in their nature; and that so much of said chapter as relates to the duties of the Secretary of State in determining whether to cancel charters of domestic corporations or revoke permits of foreign corporations is obnoxious to section 85 of the Constitution of this state, and therefore void. The provisions of chapter 258, Laws 1907, supra, above referred to, are void for the further reason that the proceedings contemplated do not constitute due process of law.—*State ex rel. Standard Oil Co. v. Blaisdell.* Supreme Court of North Dakota. 132 N. W. 769.

Insurance Notes.

The South Dakota law making carriers liable for twice the amount of the loss sustained by property owners thru fires caused by locomotives unless the loss was paid in full within 60 days, was annulled Jan. 26 by the United States Supreme Court as unconstitutional because it takes private property without due process of law and without compensation.

The Millers Mutual Casualty Insurance Co. held its annual meeting Jan. 27 at Chicago and elected officers and directors. The annual report shows an increase in the net cash surplus of \$47,145 for the year, making the total net surplus on Dec. 31 \$60,000. The dividend to policy holders on working men's compensation insurance was increased from 25% to 35%.

The Ohio Grain Dealers Mutual Fire Insurance Ass'n in its twelfth annual report covering 1913 shows total receipts of \$14,203.66 and disbursements of \$6,979.49. The net cash surplus increased from \$8,478 on Dec. 31, 1912, to \$13,700 on Dec. 31, 1913. The amount at risk increased from \$959,600 to \$1,018,800. The managing officers have decided to raise the policy limit from \$2,000 to \$3,000, subject to the discretion of the sec'y. The Ass'n enjoyed a very favorable year, having to pay but two losses amounting to \$1,873.41; and the cost of protection for 1913 averaged \$1 per \$100.

RAILROAD TRACK SCALES in Vermont are grossly inaccurate. The Director of the United States Bureau of Standards found that, with a tolerance of .2 of 1%, which is a fair tolerance for a track scale, 80% of the scales in Vermont would be rejected. With a tolerance of .4 of 1%, 60% of the scales would be rejected; and with a 1% tolerance, 40% would be rejected. As an empty freight car weighs 35,000 lbs., inaccuracies in railway track scales are likely to be an expensive matter for shippers.

A RURAL CREDITS BILL is now in course of preparation by the House and Senate committees on banking and currency under the supervision of President Wilson and will be passed by Congress at its present session if the President has his way. Washington authorities seem to favor the establishment of land mortgage banks having power to sell debentures secured by long-time mortgages on farm lands, or to permit farmers to organize co-operative credit societies and obtain loans at lower rates due to the greater value of the security offered.

Books Received

BREWERS AND MALTSTERS DIRECTORY for 1914 gives a list of brewers and maltsters in North and South America, together with the officials of brewers' societies and ass'ns. Cloth binding, 74 pages; The Brewers Journal, New York.

LIBRARY OF BUSINESS PRACTICE is a ten volume encyclopedia of business. It covers every feature of business management. The volumes represent 14 years of effort on the part of a staff of experts whose daily work brought them in contact with the many problems of business. Every chapter is written in an easily understandable style; and the entire work is a happy avoidance both of abstract theory on the one hand and of limitation to individual businesses on the other. The books should be of great value to every man on whose shoulders rests the responsibility of managing the intricate activities of a modern business organization. Ten volumes, red limp leather binding, about 200 pages to the volume; \$17; A. W. Shaw Co., Chicago, Ill.

Michigan Bean Markets.

The action of the bean market on this crop has been most disappointing to the farmers, elevator men and trade in general. The manipulation and campaigning begun last fall before beans had fairly started to move is without defense and it diverted thousands of dollars from the elevators and growers that otherwise would have been made by them. Manipulation and speculation have no part in the legitimate handling of the Michigan bean crop.

From a canvass of the situation I am convinced that the stocks of beans held in Michigan are the lightest at this time of the year they have been in years. A bit of co-operation on the part of each elevator man should assure a satisfac-

tory market during the remainder of the season. Trade conditions are not the best, and money is tight, but regardless of these factors, prices should work higher.—Pres. Fred Welch, before Michigan Bean Jobbers Ass'n.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

TRI-STATE MUTUAL Grain Dealers Fire Ins. Co.

of
Luverne, Minnesota

Percentage of Premiums Returned Since
Organization

1903.....	.96	per cent
1904.....	.42	per cent
1905.....	.26	per cent
1906.....	.83	per cent
1907.....	.85	per cent
1908.....	.61	per cent
1909.....	.5	per cent
1910.....	.72	per cent
1911.....	.35	per cent
1912.....	.60	per cent
1913.....	.35	per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SAFETY FIRST

MEANS

Sound limbs and health, a steady job and prosperity,
and is practical

FIRE PREVENTION

Our Motto has always been
"SAFETY AND SERVICE"

Millers National Insurance Co., Chicago, Ill.
Western Millers Mutual Fire Ins. Co., Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio
Pennsylvania Millers Mut. Fire Ins. Co., Wilkes Barre, Pa.
Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.
The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.
Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.
Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.

ILLINOIS GRAIN MEN FIGHT Rate Increase.

Fifty grain dealers met in the office of C. W. Cooper & Co., Decatur, Ill., on Jan. 26, in response to a call by Sec'y Strong of the Illinois Grain Dealers Ass'n, to discuss the proposed advance in Illinois grain rates.

Sec'y S. W. Strong: About a year ago the railroads attempted to increase freight rates. The shippers wanted to know if the increased revenues would be used to buy more equipment; but the roads refused to commit themselves. Since then they have published tariffs increasing the rates, but we have obtained suspensions from time to time until Feb. 23 of this year. In the meantime the Interstate Commerce Commission has allowed an increase of 1c per 100 lbs. in interstate rates. On Feb. 3 at Springfield the Public Utilities Commission will hear arguments; and it behooves the grain trade to be there in force and show by presence of numbers that the increase is not wanted in Illinois.

Harry Woods, Sec'y of State, said that, on account of the high cost of living, the farmer could not afford to accept less for his grain and the consumer could not afford to pay more; and in order to prove the need for higher rates, the roads should be compelled to show the actual amount of capital employed by them, and separate the watered stock from the real capitalization.

Wm. H. Suffern, Decatur: The railroads of this country are overcapitalized as they could be built for \$30,000 per mile and are capitalized for \$90,000. Chicago grain men want an increase in freight rates, as they will profit by it.

R. C. Baldwin, Bloomington: If the advance is granted, the railroads will benefit to the extent of \$1,500,000.

Judge James Monroe, Springfield: The railroads are not overcapitalized, they are over-monopolized. The quickest and surest method of getting rid of watered stock is by the taxation route.

George A. DeLong, Foosland: The government has appropriated \$40,000 per mile to build railroads in Alaska. The railroads should not cost any more here.

Roy Jones, Monticello: As sec'y of the Managers' Ass'n of Illinois Farmers Elevators, I can say that we are with you and will co-operate to the extent of our ability.

The following resolution was adopted and the meeting adjourned:

RESOLUTION.

Whereas, A movement has been on foot for more than a year by the carriers of Illinois to increase rates on grain produced in this state; and

Whereas, No advance is proposed on grain in any of the states east or west of Illinois; and

Whereas, Statistics compiled from reports of carriers in Illinois to the Interstate Commerce Commission show that the carriage of grain is much more remunerative in this state than in any other of the seven surplus grain states; and

Whereas, The farmers' income is already very materially reduced this year, as compared with the past few years, by the short crops and poor quality throughout the state; therefore,

Be It Resolved, By this meeting of grain producers and shippers of Macon and surrounding counties, held this 26th day of January, in the city of Decatur, that your honorable body, the Public Utilities Commission of the State of Illinois, is hereby respectfully petitioned to deny said proposed advance of rates on grain.

Attendance.

Among those present were: L. P. Kizer, Hammond; W. H. Armstrong, Mt. Auburn; A. W. Treat, Gays; R. C. Baldwin, Bloomington; Chas. McEwan and

Joe Gehring, Indianapolis; Earl Davis, Danville; P. M. Faucett, S. W. Strong and Wm. Murray, Champaign; Fred Jostes and Chas. Moore, Stonington; H. H. Schulenberg and V. L. Horton, Tolono; L. G. Metcalf, Illiopolis; B. E. Williams, Blackland; E. W. Jokisch, Boody; Roy Jones, Monticello; A. Webb, Weldon; H. W. Tripp, Assumption; W. T. Hardin, Deland; and Martin Connard, Elwin.

Crop Improvement.

A resolution not to sell any seed for planting that contained over 1% of weed seeds was passed by Michigan bean jobbers at a meeting Jan. 27.

The rye trophy offered by the Milwaukee Chamber of Commerce was presented to H. P. West, Ripon, Wis., at the January meeting of the Wisconsin Agricultural Experiment Ass'n.

The St. Louis Grain Club and the St. Louis Merchants Exchange recently contributed \$100 each to a fund started for the purpose of paying the expenses of 12 Missouri boys at the State Agricultural College for a year. The amount needed, \$1,920, has practically all been subscribed.

Five thousand bushels of Marquis wheat have been purchased by the Iowa Millers Club and will be pro-rated among its members for distribution to the farmers. The Club thoroly investigated this variety and found it well adapted to Iowa conditions. The Hamel-Henker Co., Dubuque, Ia., will distribute a carload of the seed.

A pedigreed seed and crop improvement special train will operate for two weeks thru Wisconsin, starting early in March, under the auspices of the Milwaukee Chamber of Commerce, the Wisconsin Agricultural College, and the Wisconsin Bankers Ass'n. A representative of the Chamber of Commerce will also explain to the farmers the operation of grain exchanges and their economic necessity.

L. C. Button, proprietor and manager of the Platte Grain Co., Platte, S. D., has written to F. H. Demaree, agronomist, Crop Improvement Com'te of the Council of Grain Exchanges, volunteering to help in the seed testing campaign started by the Com'te, as outlined on page 95 of the January 10 Journal. A number of grain men, after reading this article, have volunteered to aid in the work. Prof. Demaree is anxious to obtain the co-operation of many more.

"The county agent should in no wise handle funds or hold office in any organization for buying or selling for profit." This is the opinion of the state leaders, the men in charge of the county agents, at their annual conference Dec. 15 to 18 at Washington. This expression from the men who are directing the county agents should be a reassurance to the grain men who fear that county agents are using their position to aid in the organization of competing elevators.

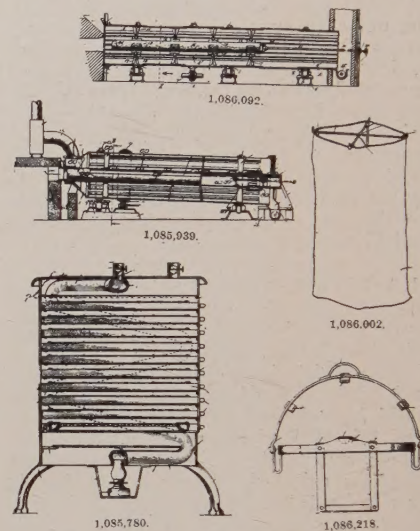
THE BOARD of Food and Drug Inspection was abolished Feb. 2; and decisions will hereafter be approved by Dr. Carl L. Alsberg, chief of the Bureau of Chemistry. The other two members of the board, Drs. Mitchell and Loomis, have been assigned to other work.

NORTHWESTERN grain men are getting a taste of what the grain business would be with future trading prohibited. They are loaded up with barley; but, as they cannot sell barley futures, they are obliged to sell the grain or hold it to get cut even or at a still greater loss.

Patents Granted

Bag Support. No. 1,086,002. (See cut.) Peter Thomas Stewart, Ripley, Ont., Canada. This support consists of a pair of loops supported by crossed wires at the top and bottom of the bag and connected by vertical lengths of wire.

Seed Testing Apparatus. No. 1,085,780. (See cut.) Burton H. and Walter C. Adams, Decorah, Ia. This device consists of a cabinet provided with removable drawers and a diagonal heat-conducting pipe. A lamp supported underneath the cabinet provides the necessary heat. A sheet of metal over the lamp distributes the heat and protects the bottom drawer.

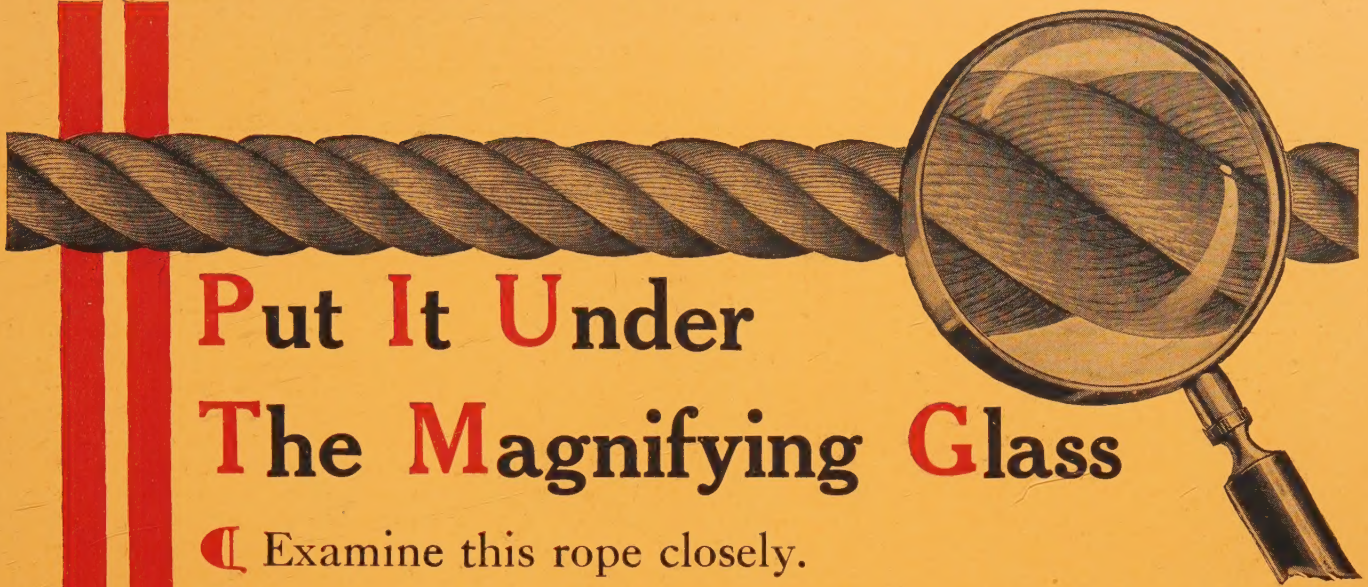


Drier. No. 1,086,092. (See cut.) Thomas C. Schuyler, Brooklyn, N. Y. This drier consists of a rotary shell having conveyor flights on its inner surface and provided with a feed chute communicating with the interior of the shell. A hot gas inlet at one end is provided with a movable duct for regulating the amount of gas admitted. A suitable outlet for the gas is also provided at the opposite end.

Bag Holder. No. 1,086,218. (See cut.) Ira F. Reed, Johnstown, Pa. This holder consists of a hooked bracket with a band secured thereto, U-shaped springs attached to the side of the band, a semi-circular clamping member adapted to extend over the open end of the band and having its end connected pivotally to the U-shaped springs, clamping hooks adapted to engage over the supporting band, and a handle on the clamping member.

Drying Apparatus. No. 1,085,939. (See cut.) William E. Prindle, Manitowoc, Wis. This device consists of a cylinder within a cylinder, the inner cylinder communicating with a source of heat at one end and opening to the atmosphere at the other end. It is also provided with a series of holes and a piston apparatus for regulating the flow of hot air from the inner cylinder to the outer air and of cool air into the cylinder.

ORIGINAL Indian corn from a strain raised by the Cherokee Indians for hundreds of years will be grown at the government experiment stations next spring to see if it possesses any properties worthy of preservation. The corn, which is the oldest variety known to exist, is not greatly different from ordinary corn except that it is softer and sweeter and produces a better tasting meal.



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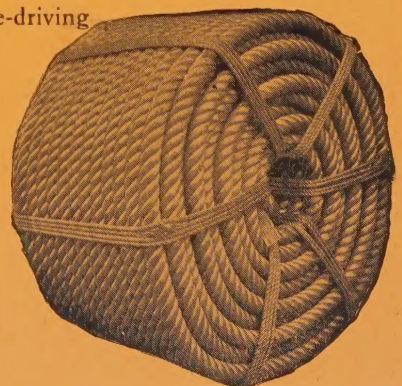
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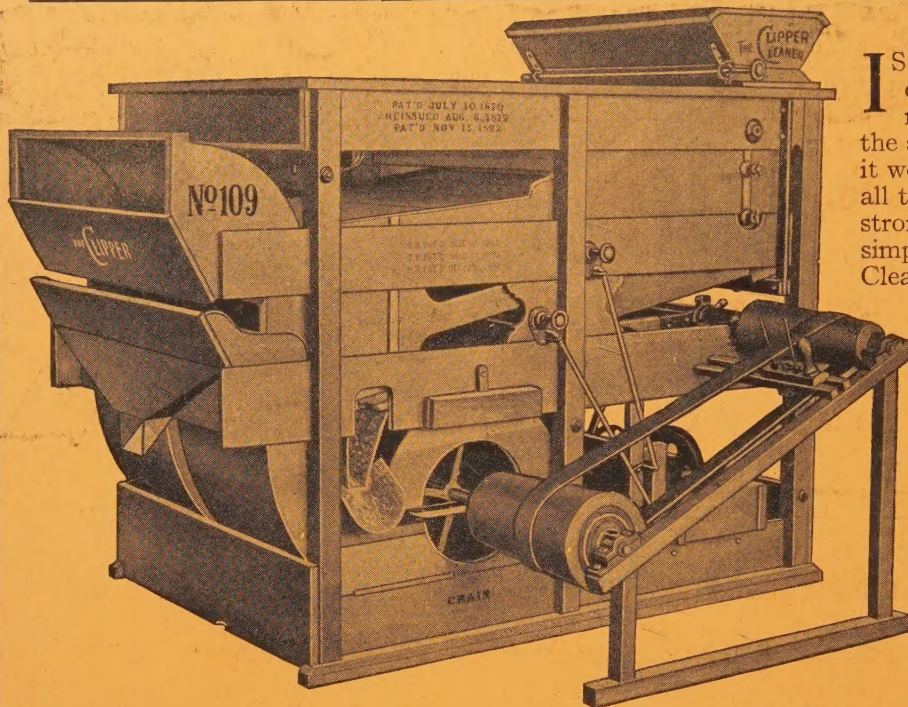
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